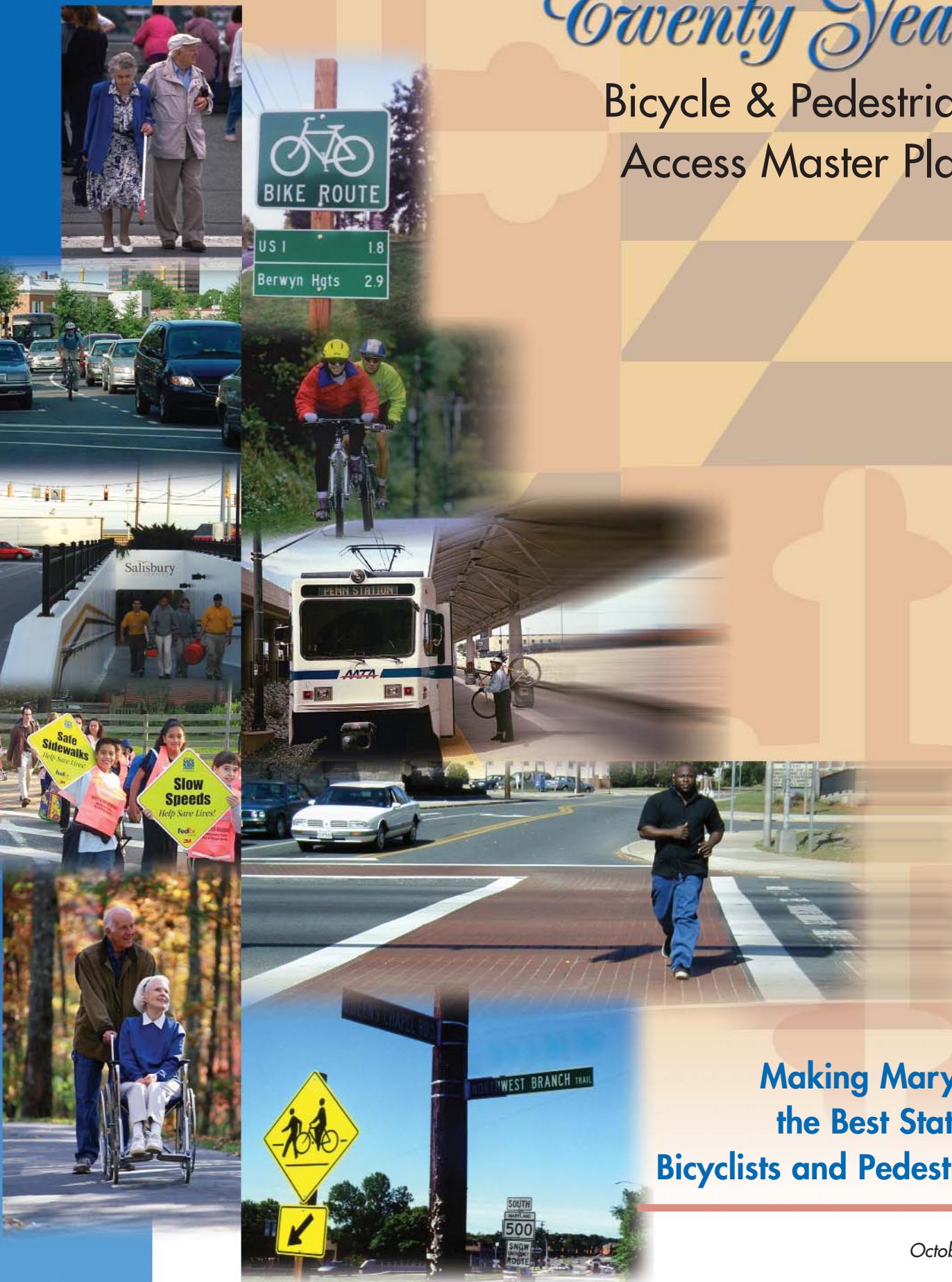




Maryland Department of Transportation

Twenty Year

Bicycle & Pedestrian Access Master Plan



**Making Maryland
the Best State for
Bicyclists and Pedestrians**

October 2002

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Introduction

Maryland is a great State in which to walk, use a wheelchair, ride a bicycle or participate in some other form of non-motorized transportation, from the vibrant pace of downtown Baltimore, Annapolis and Bethesda, to the tranquility of historic small towns and older suburban communities. Maryland is striving to be the best state in the nation for pedestrians and bicyclists. The Maryland Department of Transportation (MDOT), in consultation with a wide range of representatives from all levels of government, special interest groups, design professionals and citizens, came up with the following Vision Statement to describe what it means to be the "best":

Maryland will be a place where people have the safe and convenient option of walking and bicycling for transportation, recreation, and health. Our transportation system will be designed to encourage walking and bicycling, and will provide a seamless, balanced and barrier-free network for all.

MDOT's increased commitment to pedestrian and bicycle transportation is an outgrowth of Maryland's "Smart Growth" planning initiatives, which seek to improve quality of life for Maryland's citizens by promoting development policies that support existing communities and contain suburban sprawl. The benefits of promoting Smart Growth policies include reduced roadway congestion, enhanced access between homes, workplaces, schools, shopping and recreation areas, and reduced pollution of Maryland's air and water, including the sensitive Chesapeake Bay watershed. MDOT's role in this effort, as provided in the *2002 Maryland Transportation Plan*¹, is to increase the availability of cost-efficient modes of transportation such as public transportation, bicycling and walking to access major activities. To support these initiatives, the Maryland Transportation Plan emphasizes investment in alternatives to automobile travel, including walking and biking. This policy direction both supports and is

Benefits of Increased Levels of Walking and Bicycling

Mobility - Bicycling and walking contribute to the safe and efficient movement of people and goods to their destinations.

Safety - Developing a connected and cohesive system of pedestrian and bicycle facilities on State-owned roadways and increasing educational and enforcement activities can help reduce injuries and fatalities.

Smart Growth - Maryland leads the nation in Smart Growth initiatives which include promoting development that provides citizens with transportation choices. The Plan is an important component of the Smart Growth program because it ensures the availability of opportunities for bicycling and walking.

Quality of Life - A system of sidewalks and bikeways and improved access for these modes makes it possible for more people to choose bicycling and walking over other modes, more often. Throughout the nation, residents place a high value on the availability of sidewalks and walking paths.

Health - There is documented evidence that bicycling and walking provide health benefits and are excellent methods to add activity to increasingly sedentary lifestyles.

Environmental Benefits - Each time a person chooses to make a trip by bicycling or walking instead of driving, that person prevents the creation of air and water pollution, consistent with the Chesapeake 2000 Agreement.

¹ The Maryland Transportation Plan (MTP) is MDOT's long-range transportation policy plan. The MTP sets policy for the Department over a twenty-year period and is updated every three years, consistent with federal requirements.

supported by the State's Smart Growth initiatives.

In response to increased public interest in bicycle and pedestrian travel and statewide and federal transportation policy direction², the Maryland General Assembly created the *Bicycle and Pedestrian Access Act of 2001* during the 2000 legislative session. This law mandated the development of a twenty-year bicycle and pedestrian master plan that would systematically direct resources to bicycle and pedestrian projects using both new and existing programs. State law is reinforced by federal direction contained in the Intermodal Surface Transportation Efficiency Act of 1991 and the Transportation Equity Act for the 21st Century, which requested that states develop bicycle/pedestrian plans to guide investments in these modes and to encourage statewide approaches to them.

The planning effort was divided into three phases. In the first phase, key stakeholders (public citizens, advocates, business, community and government representatives throughout the State) were consulted to identify a vision and goals for bicycle and pedestrian transportation in Maryland. This was followed by a technical study of existing conditions as well as the challenges and opportunities facing bicycle and pedestrian transportation in the State. The planning process concluded with the identification of specific recommendations for implementation. These recommendations are the cornerstone of *The MDOT Twenty-Year Bicycle and Pedestrian Access Master Plan*.

The documents and technical reports listed below are the products of the technical process used to develop this master plan. They are available through the project website which can be found at www.smart transportation.com:

- *Plan Development Report - Policy Vision Plan*
- *Plan Development Report - Overview of Greenways and Long Distance Routes*
- *Plan Development Report - Overview of State Agency Policies and Programs for Pedestrian and Bicycle Access*
- *Plan Development Report - Overview of Legal and Administrative Conditions*



² The Federal Highway Administration, consistent with the Bicycle and Pedestrian Provisions of the Federal-Aid Program, expects every transportation agency to make accommodation for bicycling and walking a routine part of their planning, design, construction, operations and maintenance activities. The goals, strategies, and actions of this Master Plan, as later described here, commits MDOT to make bicycling and walking accommodations a routine part of MDOT activities.

Listening to Citizens and Stakeholders

Listening to Citizens and Stakeholders

Critical to the success of this Plan is the widespread support of the many stakeholders involved in bicycling, pedestrian and land use issues. Listening was the first phase of the three-phased planning process. Input and direction were sought from the public, walking and bicycling advocacy groups, State, regional and local officials, and interested citizens at district and regional meetings held throughout Maryland. Further input was obtained through ongoing dialogue made possible by project newsletters and an interactive web site. This Plan was developed using information received at more than 18 meetings held between October 2000 and May 2002 and from the many comments received through E-mail, letters or conversations.

Additionally, the Plan was developed in consideration of the advice of the Maryland Bicycle and Pedestrian Advisory Committee, a group appointed by the

Governor consisting of representatives of bicycle and pedestrian advocacy groups, members of the public, and State agencies with responsibility for overseeing bicycle and pedestrian travel or representing stakeholder groups with special interests in bicycle or pedestrian issues, such as Marylanders with disabilities. This Committee was formed for the purpose of providing advice to the Governor on pedestrian and bicycle issues.



Listening

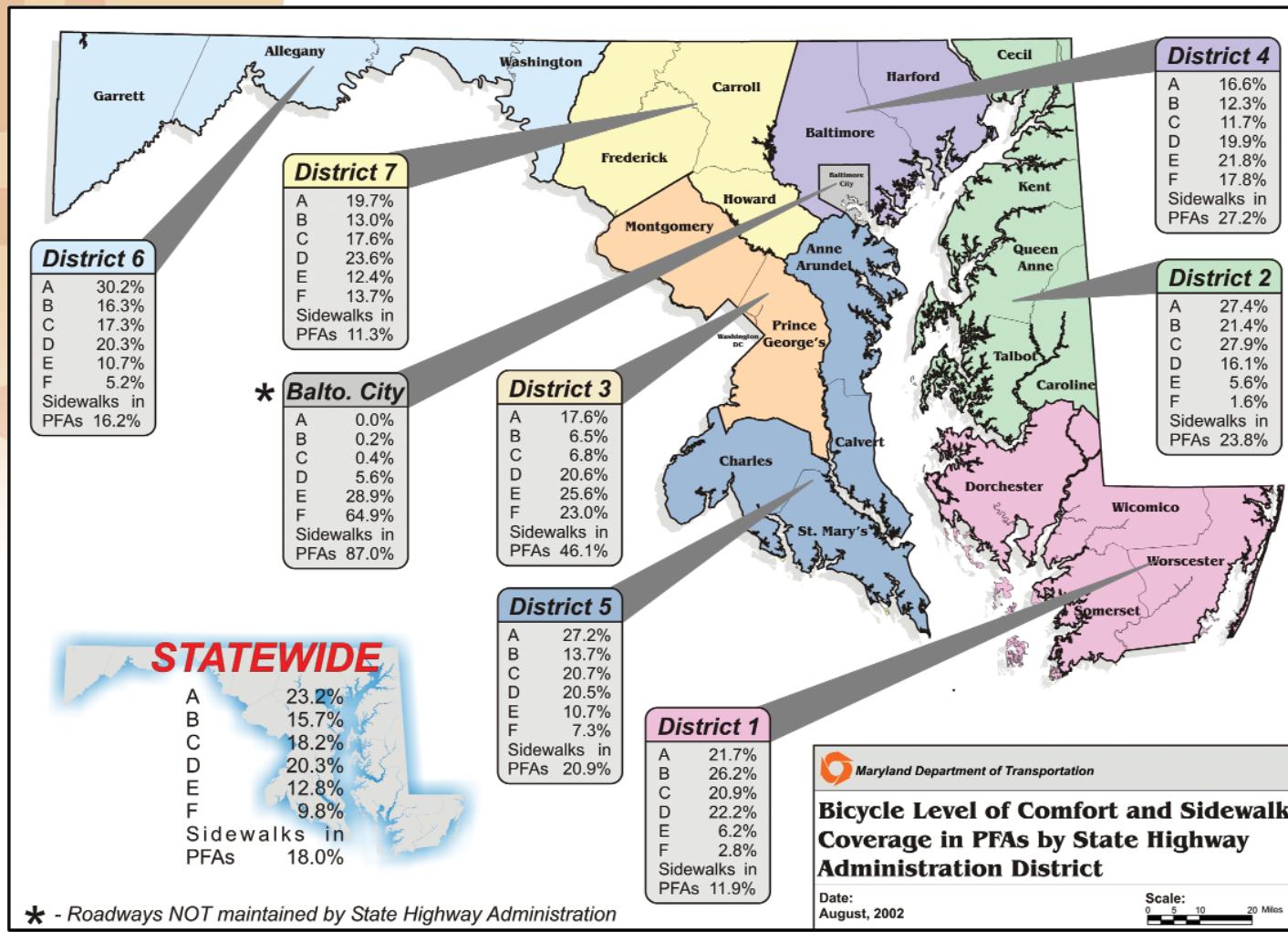
Existing Conditions

Existing Conditions

Existing Conditions

In 2002, MDOT contributed more than \$55 million dollars to improve the quality and safety of bicycling and walking in Maryland using a number of different State and federal funding programs. Despite the State's considerable investment in these networks, an extensive review of existing conditions conducted by MDOT (documented in the companion technical appendix) revealed that there is still work to be done towards improving the transportation system to be more amenable and inviting to biking and walking. The complete review included an exhaustive inventory and analysis of applicable Maryland policies and programs, legal and administrative codes, trails, State highways, and roadways in the City of Baltimore in an attempt to identify the most persistent challenges to creating a safer, more comprehensive and reliable system for traveling by foot, wheelchair or bike.

Almost 5,000 miles of State-owned roadway was assessed for bicycle and pedestrian conditions. For bicycle conditions, MDOT used a nationally-recognized methodology, the *Bicycle Level of Comfort*, or *BLOC* (also known as *Bicycle Level of Service*). Maryland is one of the first states to undertake this kind of comprehensive, system-wide analysis of bicycle accessibility. The *BLOC* assessment revealed that 55



Existing Conditions

percent of the State's road network received a "grade" of C or better (using a typical "A" through "F" grading system) with the worst conditions occurring in urban areas. This performance is consistent with national trends, with relatively good quality conditions occurring in rural areas that have lower traffic volumes and wider rights-of-way, and less comfortable conditions occurring in urbanized areas with older, heavily used roads.

As the map on the previous page indicates, conditions for bicyclists are not consistent throughout the State, and several areas of persistent need stand out. Another assessment examined the availability of sidewalks along State highways, particularly in Priority Funding Areas³ (PFAs) where pedestrian activity would be highest. Results of this assessment, also indicated on the map, noted a wide range of sidewalk availability throughout the State.

There is no equal set of quality standards comparable to the BLOC system to analyze pedestrian level of comfort. Factors that contribute to the comfort and safety of all pedestrians – walkers and wheelchair users - include the width and condition of sidewalks, the availability of curb cuts, pedestrian crossings, signalization, and lighting.

The BLOC information is a useful tool for identifying bicycle transportation needs on the State highway system. Consistent with the approach taken to address highway needs, Maryland will use the BLOC grades as a way to screen and prioritize projects. This approach reflects the State's current fiscal environment, in which needs outstrip the availability of funds to address them.

Other issues revealed through the assessment include legal and safety challenges to bicycle and pedestrian travel on facilities operated by the Maryland Transportation Authority, such as restrictions on the bridges crossing the Susquehanna River and Chesapeake Bay, and public attitudes which often do not embrace bicycling and walking on the State's primary and secondary road system. Such challenges cannot be met by simply building physical facilities. They require more comprehensive approaches involving information, education, enforcement, and even legislative action.



³ A Priority Funding Area, or PFA, is an area designated as a priority for growth and development. Consistent with the Smart Growth Act, the State typically only funds transportation projects falling within a PFA, with some minor exceptions.

Programs and Partnerships

Programs and Partnerships

Programs and Partnerships

MDOT makes use of a wide array of State programs to develop the bicycle and pedestrian network. The Neighborhood Conservation Program and the Sidewalk Retrofit and Bicycle Retrofit programs are used to integrate elements such as "pedestrian-and-bicycle friendly" street designs, sidewalks and bike paths, transit shelters and other facilities, shoulders, curbs, lighting and street amenities to create a safer and more welcome environment for all users of the State highways - pedestrians and bicyclists, as well as motorists and public transit users. Design, management and maintenance practices at the Maryland State Highway Administration (SHA) have evolved to provide a greater degree of accommodations for all users of the State highway system, including walkers, persons of limited physical abilities, and bicyclists. Maryland SHA has been a national leader in a new initiative called "Thinking Beyond the Pavement," in which context sensitive design programs seek to build and improve facilities to meet the needs of the entire traveling community. Projects on the primary and secondary road network are increasingly incorporating bicycle and pedestrian enhancements such as curb cuts, wide sidewalks, pedestrian crossings and signalization, wider shoulders, wide curb lanes and marked bike-ways.

MDOT also is conducting studies and programs that target specific pedestrian and bicycle transportation needs. For example, the Maryland "Safe Routes to Schools" program identifies strategies for improving the safety of bicycling and walking to school. In addition, the Maryland Transit Administration (MTA) and State Highway Administration (SHA) have completed Access 2000, a comprehensive study of pedestrian and bicycle access to rail transit stations in Maryland. Providing adequate bicycle and pedestrian access to public transit is important to meeting another critical transportation goal – doubling transit ridership in Maryland by 2020.

Creating a safe and inviting bicycle and pedestrian transportation system requires attention to more than physical infrastructure. It also requires users and motorists to have a basic knowledge of travel safety and etiquette. MDOT, through the SHA's Highway Safety Office and Office of Communications, has sought to improve public understanding of the rules of the road for all users – bicyclists, pedestrians and motorists - through training, education, enforcement, and promotional programs.

Partnerships are central to implementing this Master Plan. Creating a safer and easier environment for bicycling and walking in Maryland cannot be accomplished by MDOT alone. A comprehensive effort on the part of all levels of government, private sector organizations and individuals will be necessary to realize fully the benefits of walking and bicycling. There are a number of partnerships that should be strengthened in the future:

- coordination between MDOT and other state and federal agencies to encourage activities and programs that support bicycle and pedestrian access (see the matrix of Master Plan strategies).



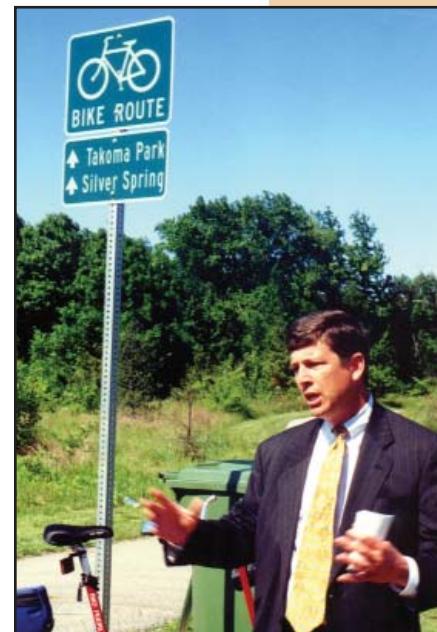
Programs and Partnerships

- coordination with local and regional governments on pedestrian and bicycle issues, programs and projects. These partnerships are also an important part of the State's efforts to encourage smart growth.
- coordination and partnership with the public health community. Public health advocates and organizations in Maryland are important allies in the effort to provide safe, walkable and bikable communities.
- coordination and partnership with the private sector, such as:
 - employer-initiated "clean commute" programs, working with developers to establish pedestrian-friendly transit-oriented developments, and other similar types of efforts.
 - partnerships with local pedestrian and bicycle advocates.

These are only a few of the many partnerships that will be needed in the future. A shared approach to bicycle and pedestrian travel is what, in fact, exists today. For example, local government agencies share the cost of building sidewalks along State highways with MDOT. The local share of sidewalk construction depends on whether the projects involve building new or retrofitting existing highways, and whether they are located in a county's Priority Funding Area. Sidewalk maintenance along State highways is entirely a local responsibility. Local agencies also provide the sidewalks and bicycle facilities located on their land and roads - about 80 percent of total highway miles in Maryland are locally owned and operated - and develop land use and other policies to promote walking and cycling in their communities.

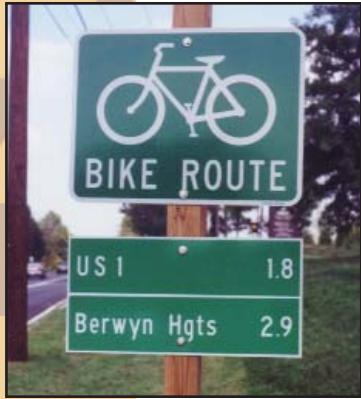
MDOT similarly shares responsibility for building and enhancing many of the State's long-distance trails and greenways. Many of these trails are managed by the Maryland Department of Natural Resources, as in the case of the Northern Central Railroad Trail, or by the National Park Service, as in the case of the C & O Canal Towpath. Other facilities are owned and managed by municipal governments.

MDOT distributes Federal Transportation Enhancements funding towards a number of trail projects, including Baltimore City's Gwynns Falls Trail and Maryland's portion of the Allegheny Highlands Trail. When fully completed the Allegheny Highlands Trail, combined with the existing C & O Canal Towpath, will form a 415-mile trail corridor extending from Pittsburgh to Washington, D.C.



Inside the Plan

Inside The Plan



The Plan's vision statement serves as the fundamental principle guiding the identification of Master Plan goals. This vision statement was developed in consultation with a wide range of stakeholders. In addition to this vision statement, five goals were developed for the Bicycle and Pedestrian Master Plan to articulate the State's direction for accommodating the needs of pedestrians and bicyclists over the next twenty years in a manner that supports related goals in the *Maryland Transportation Plan* (MTP). To guide implementation, the goals are supported by policy strategies and specific actions – programs, projects, and activities – that, when implemented, will achieve the Plan goals. This common vision and goals will help to ensure that MDOT and its partners in other State agencies, local government and the business community share a desire for the same outcome in the development of Maryland's future bicycle and pedestrian transportation system.

A table is provided at the end of this document that presents the five Bicycle and Pedestrian Master Plan goals with their corresponding strategies and actions. Each action has been assigned a relative timeframe - short-term (FY 2003-2008) or long-term (FY 2009 and beyond) - for start of implementation after the Plan is adopted. A rough cost estimate for implementation of each goal is provided. The cost esti-

Inside the Bicycle and Pedestrian Access Master Plan

The MDOT Bicycle and Pedestrian Access Master Plan is a comprehensive guide to developing, improving, and maintaining bicycle and pedestrian travel in Maryland over a twenty-year period. The Plan largely addresses the conditions for biking and walking along State highways. Yet, it also serves as guidance and a call to action to other State and local agencies that oversee local, federal and related systems that can foster better bicycle and pedestrian travel in Maryland.

MARYLAND BICYCLE AND PEDESTRIAN ACCESS PLAN VISION

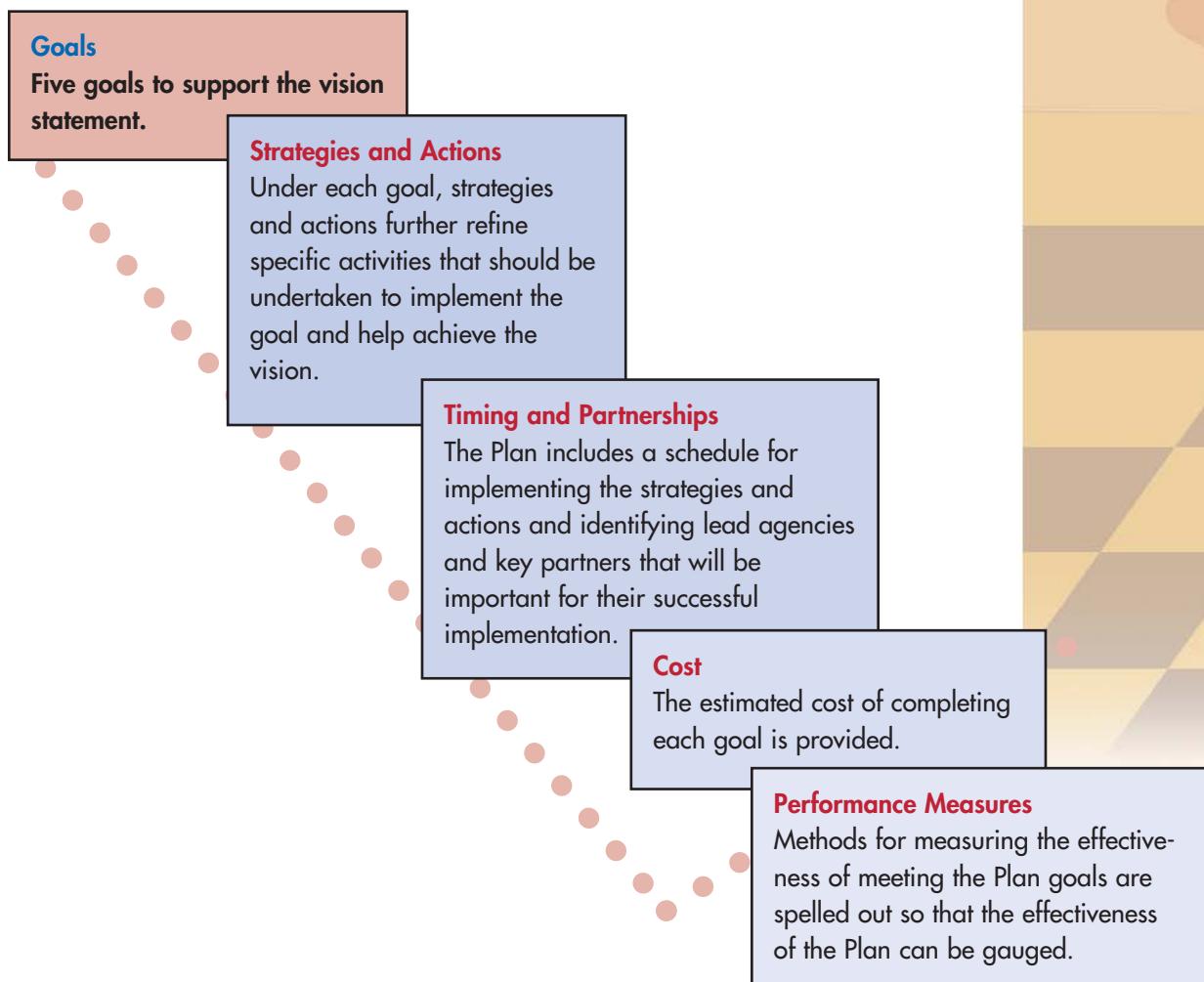
Maryland is striving to be the best State in the nation for bicycling and walking. The Maryland Department of Transportation, in consultation with a wide range of representatives from all levels of government, special interest groups, design professionals and citizens came up with the following Vision Statement to describe what it means to be the "best":

Maryland will be a place where people have the safe and convenient option of walking and bicycling for transportation, recreation, and health. Our transportation system will be designed to encourage walking and bicycling, and will provide a seamless, balanced and barrier-free network for all.

mates are based on standardized assumptions for the costs of implementing certain types of improvements, such as adding a shoulder to a primary road. Costs of individual projects vary considerably depending on numerous factors, such as the need for and cost of land, design and environmental considerations.

Consistent with the MTP, this document includes a set of performance measures that will be used by MDOT on an annual basis to determine the extent to which the Department is meeting the goals set forth in this Plan.

It is expected that the goals, strategies and performance criteria will evolve as actions are implemented and conditions in Maryland change. A report on the Plan progress will be issued annually as part of the *State's Annual Attainment Report* and, every three years, will be integrated with the updated *Maryland Transportation Plan* (MTP).



Technical Appendices

Technical Appendices

Technical Appendices

There are two technical appendices that support the Master Plan. The first technical appendix details the approach and outcomes of the physical inventory conducted earlier in the planning process. It also includes a bicycle and pedestrian needs inventory, developed in consultation with local officials. Not all local jurisdictions are represented in the lists. MDOT will consider additions and deletions from local officials as needs are identified.

MDOT reviewed the inventories provided by the local agencies and developed two tiers of needs for further review and consideration by MDOT. Roadways in Tier 1 demonstrate the greatest need for bicycle and pedestrian accommodations, whereas roadways in Tier 2 show less need.

Tier 1 routes meet all of the following criteria:

- 1) The road segment is recommended for improvement in a local/regional bicycle or pedestrian plan
- 2) The road segment is within a Priority Funding Area
- 3) The road segment has an Bicycle Level of Comfort of "E" or "F".

Tier 2 routes meet either one of the following two criteria:

- 1) The road segment is recommended for improvement in a local bicycle or pedestrian plan
- 2) The road segment is a Bicycle Level of Comfort of "E" or "F".

MDOT will continue to work with local officials to update and prioritize areas of greatest need. Projects will be selected from these lists during programming for implementation based on assessments of engineering feasibility, environmental

impacts, costs, and local support. To proceed with planning, design and construction of any given project, the appropriate funding must be identified in the capital program. The availability of funds to address bicycle and pedestrian needs will depend upon the total funds contained in the State's capital program. Funding levels vary according to the performance of the Transportation Trust Fund and other variables.

The second appendix to the Bicycle and Pedestrian Master Plan is a model land use guidance document for supporting bicycle and pedestrian travel at the local level. MDOT hopes that this document will provide guidance to local officials in planning and providing adequate conditions for walking and biking in their jurisdictions.



Goals, Strategies, and Actions

Master Plan Goals, Strategies and Actions

Goal 1 Facility Integration and Expansion

Goal 1: Facility Integration and Expansion

Integrate and expand the State's bicycle and pedestrian facilities, creating a connected network of on-road, off-road and transit-related accommodations that will encourage and facilitate increased levels of bicycling and walking and improve access for individuals with disabilities.

Strategy 1A:

Integrate Bicycle and Pedestrian Facilities into Routine Roadway Development Policy

With passage of federal and State legislation, and in response to public interest, SHA revised highway design and construction policies to better meet the needs of bicyclists and pedestrians using the State highway system. Future roadway planning, engineering, design and construction will continue to strive for a more balanced transportation system that includes a seamless, safe and accessible bicycle and pedestrian network and encourages bicycle and pedestrian travel wherever possible.

Meeting this strategy requires that bicycle and pedestrian needs are identified and addressed in the development of all road and bridge projects, with the exception of interstates and freeways, including those managed by the Maryland Transportation Authority. To achieve this, the State will evaluate current practices and guidelines that address pedestrian and bicyclist needs.



Strategy 1B:

Focus and Expand Trail Development Initiatives

Maryland has a number of extraordinary trails that provide recreational as well as utilitarian walking and bicycling. Because of the State's relatively small size, Maryland has a unique opportunity to create a truly Statewide, off-road trail system that offers direct access to major activities. Greenways and long distance trails in Maryland are documented in the plan development report, *Overview of Greenways and Long Distance Routes*. Many community based trail projects have been completed, and MDOT has encouraged the continued development of plans for multi-use trails that focus on completing crucial missing links to creating regional long-distance trails. Creating and implementing the plan will require improved coordination with other agencies and local governments to develop trail master plans as well as incorporate new design guidelines and access issues on the road network.



Goal 1

Facility Integration and Expansion

Strategy 1C:

Enhance and Expand Bicycle/Pedestrian Access to Transit

Maryland has an extensive bus and rail transit system with thousands of daily riders. In an effort to improve access to these facilities for all users, bike racks are being installed on buses, access for bikes is permitted on the Baltimore Light Rail and Metro systems as well as Metrorail trains in Washington, D.C. The MTA's Smart Growth Transit Program will continue to improve access to rail transit by walkers

and bicyclists. Sidewalks and pads are being installed at bus stops for pedestrians and persons with disabilities. These programs advance MTA's goal to make all rail stations and bus stops conveniently accessible by foot, wheelchair, and bicycle as an affordable means to increase access to public transit. Additionally, this strategy encompasses promoting land uses and development surrounding transit facilities to enhance the environment for walking and biking, as well as improving public transit ridership.



Goal 2

Facility Preservation and Maintenance

Goal 2: Facility Preservation and Maintenance

Preserve, protect and maintain the State's existing bicycle and pedestrian facilities and rights-of-way including bike lanes, roadway shoulders, sidewalks, crosswalks, trails and side paths.

Strategy 2A:

Integrate Bicycling and Walking into Planning and Roadway Maintenance Routines

Integrating bicycling and walking into the planning, inventory and maintenance routines of transportation agencies is as important as addressing roadway design policy. System inventory activities that address bicycling and walking will help ensure sufficient accommodations in future years. For example, SHA will attempt to not sever major bicycle routes without insuring the availability of an adequate alternate route. Sensitive maintenance routines will address aspects of the transportation system that matter greatly to cyclists, pedestrians, and individuals who are mobility impaired.

Maintenance remains a local responsibility.

Implementation of this strategy will require outreach and coordination with local agencies.

To meet this strategy, the State will evaluate existing programs and develop a program for Americans with Disabilities Act (ADA) compliance and improved programs for facility maintenance, in partnership with local agencies.



Goal 3

Safety

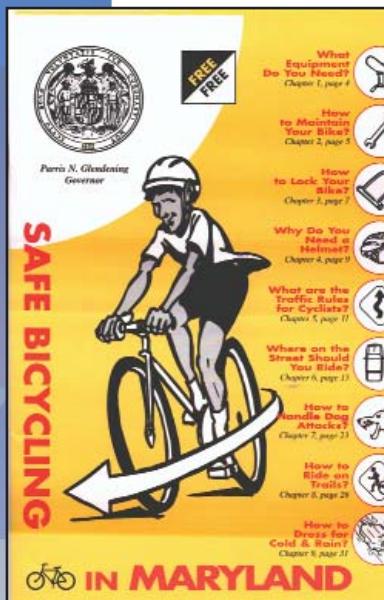
Goal 3: Safety

Provide safe and convenient bicycle and pedestrian accommodations for every type of trip, and for all levels of ability.

Strategy 3A:

Coordinate Education, Engineering, and Enforcement Safety Activities

Studies have shown that the most effective traffic safety initiatives are those that integrate engineering, education and enforcement at both the programmatic and project level. For example, successful Safe Routes to School programs include making modifications to the streets around schools, educating and training the students how to walk and bike safely to school, and enforcing the traffic laws for all street users in and around school zones. Full implementation of this strategy will require the active participation of Maryland schools, State agencies in addition to the Maryland Department of Transportation, the General Assembly, and local governments to develop and implement new safety programs and campaigns



Goal 4

Education and Encouragement

Goal 4: Education and Encouragement

Develop education and promotional programs that will increase bicycling and walking and foster a pro-bicycle and pro-pedestrian awareness in individuals, private sector organizations, and all levels of government.

Strategy 4A:

Establish and Support Encouragement Program

Achieving this vision will require more than infrastructure improvements. The adage is true, "If you build it, they will come!" but only if they know it is there and how it can be used. Maryland has a number of unique opportunities to use education and marketing strategies to increase the use of bicycling and walking as a mode of transportation to access jobs, shopping, recreation, and transit for longer trips.

Partnerships with the Department of Natural Resources, the Department of Business and Economic Development, MDOT modal administrations, and private employers will be instrumental in developing a variety of activities to encourage walking and bicycling in Maryland through special events, marketing and other means.



Strategy 4B:

Increase Communication with Stakeholders

Many people are unaware of their rights and responsibilities as bicyclists, pedestrians, persons with disabilities, and motorists sharing the same roadways. Public

and stakeholder communication is needed to increase public awareness and understanding of these issues. Stakeholder communication should be provided in many forms and should use many mediums—annual funding reports, program guides, websites, maps, and person-to-person meetings, especially in the field.

A variety of activities are identified to provide more information regarding transportation planning, programming, funding processes and relevant State laws and policies. Strong State coordination with local programs is also encouraged.



Goal 4

Education and Encouragement

Strategy 4C: Provide Professional Development and Training

Agencies are continuously challenged to integrate the needs of multiple users and user groups into the planning, design and operation of transportation facilities and services. This strategy focuses on developing professionals with specialized knowledge and skills in the travel needs of bicyclists, pedestrians and disabled citizens through professional development and training.

A number of methods are identified to enhance the quality of bicycle and pedestrian facility design through training programs and sharing of information by State agencies.



Strategy 4D: Create New Forums for Learning, Dialogue and Research

The field of bicycle/pedestrian planning and design is growing and changing rapidly. New ideas and technologies are being introduced regularly, and professionals rely heavily on the ideas and experiences of other communities throughout the U.S. and Europe. Maryland has tremendous resources to draw upon, including its University System and its proximity to Washington, D.C. and national leaders.

Harnessing and utilizing these resources effectively would enable Maryland to develop and be recognized for its excellence and leadership in bicycle and pedestrian education, technology transfer and research.

Several methods are identified to foster improved education for students and professionals regarding facility design and traffic safety.



Goal 5: Smart Growth

Work with local communities to increase their understanding of how land use, transportation and other policies and planning processes need to be modified to achieve increased levels of bicycling and walking, especially in Priority Funding Areas.

Strategy 5A:

Institute New Non-Motorized Travel and Health Impact Surveys

Current data about the extent of bicycling and walking are insufficient for effective planning and use as performance measures. Information about how bicycling and walking potentially affect public health is also insufficient to fully understand the impact of these activities. Development of Maryland-specific data will establish fresh baselines, enable new performance measures to be created and assist policy makers with program development and project funding decisions.

Survey activities are noted to provide an information base to begin to evaluate the health effects of bicycling and walking on the State population.

Strategy 5B:

Initiate a Bicycle and Pedestrian Partnership Program (BPPP)

The Retrofit Bicycle, Retrofit Sidewalk, Smart Growth Transit Program, Neighborhood Conservation, Transportation Enhancements and National Recreational Trails programs are highly popular programs for developing and funding bicycle and pedestrian improvements in Maryland's older communities. The State faces the critical task of determining how to both increase the total amount of resources available for these activities and concentrate them in the areas of greatest need. Implementation of a Bicycle and Pedestrian Partnership (BPPP) program is a logical way to do both by bringing the appropriate stakeholders to the table to discuss ways to address bicycle and pedestrian travel in Maryland.

The BPPP will provide a much-needed framework for State/local partnerships focused on bicycling and walking. Bicycle and pedestrian travel is inherently a local activity, so it is essential that improvements on State facilities complement local networks. The BPPP can ensure that in Maryland's most populated communities, land use and transportation actions, on-road and off-road networks, transportation and recreation agencies, safety education, enforcement and promotion programs, planning and funding initiatives are all being effectively coordinated.

Strategy 5C:

Continue Strong Transportation Policy Guidance

MDOT has established a long-range transportation plan (MTP) for the State that strongly supports mode choice, smart growth, environmental preservation and development of a safe and modally diverse transportation system. It establishes a highly supportive policy context for bicycling and walking. As a result, this Plan recommends a series of actions designed to ensure that MDOT's internal business and strategic planning processes support and are consistent with Maryland bicycle and pedestrian policies.



Implementation Schedule

Goal 1

Actions, Timing, and Cost Estimates

Goal 1 - Facility Integration Expansion			
Total Cost	\$1.48-1.68 billion*	FY 2003-2008	FY 2009-2023
STRATEGY 1A: Integrate bicycle and pedestrian facilities into routine roadway development policy			
ACTIONS: (MDOT is the lead implementing agency unless noted below)			
1. Continue current programs, such as Bike Retrofit, Smart Growth Transit Program, Sidewalk Retrofit, etc. to construct bicycle and pedestrian facilities and work to obtain additional funding, as needed.	ongoing		
2. Incorporate a bicycle/pedestrian/ADA assessment (including field visits) into scoping and engineering activities for all (new/rehab.) roadway and bridge projects.	✓		
3. Incorporate BLOC measures into the scope and design of all roadway and bridge projects with the goal of achieving desired standards for bicyclists at the most reasonable cost.	✓		
4. Implement the Bicycle and Pedestrian Accommodations Checklist developed by SHA staff for internal review of roadway development projects with regard to improving bicycling and walking conditions.	✓		
5. Consider state-of-practice approaches for all roadway and bridge projects, including national standards such as AASHTO and ADAAG (with the exception of interstates and freeways).	✓		
6. Continue to assess internal SHA documents and update with appropriate bicycle and pedestrian design standards and guidelines.	ongoing		
7. Increase public awareness of available services.	✓		
8. Develop a best practice document for Maryland bicycle and pedestrian facilities using AASHTO and other national standards to address integrate factors such as traffic calming, spot hazards and safe crossings.	✓		
STRATEGY 1B: Focus and expand trail development initiatives			
ACTIONS:			
1. In coordination with the Department of Natural Resources (DNR), continue to update and implement plans of multi-use trails in the State.	✓		
2. Work with trail operators to develop uniform practices for trail user counting procedures and utilize trail counts to track trail use.	✓		
3. Working together, MDOT and local jurisdictions will examine corridors to identify high-quality commuter routes that provide direct links to major employment/activity centers.	✓		

*denotes a projection of the estimated costs, not for programming purposes.

Goal 1

Actions, Timing, and Cost Estimates

Goal 1 - Facility Integration Expansion

Total Cost	\$1.48-1.68 billion*		FY 2003-2008	FY 2009-2023
4. Provide support for designation, development, funding, management, and mapping of multi-use trails and greenways that serve both transportation and recreation needs.			✓	
5. Evaluate and address trail/roadway intersection and grade separation needs from the proposed Statewide multi-use trail plans.			✓	
STRATEGY 1C: Enhance and expand bicycle/pedestrian access to transit				
ACTIONS:				
1. Evaluate transit stations in terms of existing and potential demand for bike/pedestrian access as well as reasonable improvements to accommodate this demand.			✓	
2. Continue providing funding for capital improvement projects that improve bicycle and pedestrian access to transit stations and bicycle and pedestrian accommodations at the stations.			ongoing	
3. Increase the number of bicycle parking racks and lockers located at rail transit stations.			✓	
4. Continue to increase the number of transit buses that are equipped to transport bicycles.			ongoing	
5. Continue to plan for implementing MARC Bike-on-Rail services on rail cars, as appropriate.			ongoing	
6. Evaluate the potential for locating Bike Stations at major rail transit centers.			✓	
7. Continue to examine and provide access and safety improvements to existing and planned new bus stops.			ongoing	



*denotes a projection of the estimated costs, not for programming purposes.

Goal 2

Actions, Timing, and Cost Estimates

<i>Goal 2 - Facility Preservation and Maintenance</i>		
Total Cost	\$20.6 million*	FY 2003-2008
STRATEGY 2A: Integrate bicycling and walking into planning and roadway maintenance routines		
ACTIONS: (MDOT is the lead implementing agency unless noted below)		
Planning		✓
1. Update the sidewalk and bicycle facility inventory over a three-year cycle.		
2. Continue to ensure that sidewalk, intersection and transit facilities comply with ADA.	ongoing	
Maintenance <i>(Local agencies provide most maintenance of bicycle and pedestrian facilities. These actions will be implemented in coordination with local agencies.)</i>	✓	
3. Include an element in existing highway spot maintenance response program (brochure, web page, etc.) to address the safety of bicycle and pedestrian facilities and networks.		
4. Evaluate maintenance routines implemented by the State and at the local levels to determine if practices need to be changed to better address the needs of bicyclists and pedestrians.	✓	



*denotes a projection of the estimated costs, not for programming purposes.

Goal 3

Actions, Timing, and Cost Estimates

Goal 3 - Safety

Total Cost \$33 million* FY 2003-2008 FY 2009-2023

STRATEGY 3A:

Coordinate and enhance safety activities

ACTIONS: (MDOT will implement in coordination with the following agencies, as noted)

1. In coordination with the Maryland Department of Education and local schools, promote pedestrian and bicycle safety, knowledge and skills into the Health Education Learner Outcomes and Performance Indicators for grades K – 12.	✓	
2. In coordination with the Maryland Bicycle and Pedestrian Advisory Committee, Maryland Department of Education and local schools, assess the potential of a Safe Routes to School program.	✓	
3. Include MDOT materials related to bicycling and walking in brochures provided with vehicle registration renewals.	✓	
4. Study the possibility for inclusion of additional bicycle and pedestrian related questions on the Motor Vehicle Administration driver's license exam.	✓	
5. Display and distribute bicycle and pedestrian safety information at all Motor Vehicle Administration locations.	✓	
6. Work with the appropriate State and local agencies to obtain bicycle and pedestrian crash location data for use in developing targeted, local education and enforcement programs.	✓	
7. In coordination with local and State law enforcement agencies, analyze and document the effectiveness of all traffic enforcement activities and programs.		✓
8. In partnership with other State agencies, continue to provide support to local governments for education and enforcement campaigns and programs.	✓	
9. Encourage the Maryland General Assembly to review the enforcement of existing traffic law violation penalties to determine the sufficiency of their deterrent and punishment value.	✓	
10. In partnership with local communities and other appropriate agencies, use crash location data and public surveys to identify high crash locations to target engineering, enforcement and education actions.	✓	
11. Encourage local communities to maintain and step-up visible pedestrian, bicycle and traffic enforcement and education efforts.	✓	
12. Encourage appropriate local and State agencies to provide pedestrian and bicycle safety education materials in Spanish or other languages used by local residents.	✓	
13. Encourage the Department of Education and local schools to integrate pedestrian and bicycle safety into English as second language classes.	✓	
14. In partnership with local communities, provide dual-language signs on pedestrian-activated signals in neighborhoods with high levels of non-English speaking populations.	✓	

*denotes a projection of the estimated costs, not for programming purposes.

Goal 4 - Education, Encouragement and Awareness			
Total Cost	\$12 million*	FY 2003-2008	FY 2009-2023
STRATEGY 4A: Establish and support encouragement programs			
ACTIONS: (MDOT is the lead implementing agency unless noted below)			
1. Continue to enhance bicycle/pedestrian information on the MDOT website.	ongoing		
2. Work with State agencies and employers to support and participate in national, State and local programs and events that promote increased participation in bicycling and walking.	✓		
3. Step-up overall marketing activities designed to promote increased use of bicycle and pedestrian modes as a means to access rail and bus transit services.	✓		
4. Working together with local agencies, MDOT and DNR will create a one-stop shopping outlet on the MDOT and DNR websites for trail maps and other similar information.	✓		
5. In partnership with the Department of Business and Economic Development, initiate a special marketing program for BWI Airport as the preeminent gateway for foreign and national tourists seeking a biking or hiking-based travel experience in Maryland.	✓		
6. Reach out to new markets by developing bicycle and pedestrian travel promotion strategies with new partners, such as the Maryland Department of Health and Mental Hygiene, Department of Business and Economic Development, Department of Housing and Community Development, the business community, and transportation management associations (TMAs).	✓		
7. Explore expansion of the Commuter Choice Maryland program to encourage employers to establish bicycling and walking commute incentive programs and employees.	✓		
STRATEGY 4B: Increase communication with stakeholders			
ACTIONS:			
1. Continue to include bicycle facilities, pedestrian improvements, ADA accessibility improvements as part of the Comprehensive Transportation Plan (CTP).	ongoing		
2. Publish and distribute (or create on the MDOT website) a brief compilation and reference guide to State and federal laws and policies related to bicycling and walking.	✓		
3. Publish new Statewide bicycle map which designates bicycle routes and trails.	✓		

*denotes a projection of the estimated costs, not for programming purposes.

Goal 4

Actions, Timing, and Cost Estimates

Goal 4 - Education, Encouragement and Awareness			
Total Cost	\$12 million*	FY 2003-2008	FY 2009-2023
STRATEGY 4C:			
Provide professional development and training			
ACTIONS:			
1. Continue to provide bicycle and pedestrian transportation training for MDOT engineers and planners which incorporates ADA, AASHTO, and other federal design guidelines, in the training curriculum.			<i>ongoing</i>
2. Expand internal communication strategies which include consideration of the access needs of persons with disabilities, pedestrians, and bicyclists when planning, designing and implementing transportation facilities.			<i>ongoing</i>
STRATEGY 4D:			
Create new forums for learning, dialogue and research			
ACTIONS:			
1. Select demonstration corridors to provide innovative examples of pedestrian and bicycle facilities.	<input checked="" type="checkbox"/>		
2. In partnership with the Maryland Transportation Technology Transfer Center (MTTTC), establish a pedestrian and bicycle transportation seminar series for college students and professionals at MDOT and other professionals working in the field of bicycling, walking and traffic safety.		<input checked="" type="checkbox"/>	
3. In partnership with one or more universities, establish a Statewide institute for bicycle and pedestrian research and technology transfer program to conduct policy research and identify cutting-edge bicycle and pedestrian technology and treatments and procedures that can be evaluated, tested and applied in Maryland.			<input checked="" type="checkbox"/>
4. Establish a component of the Smart Growth Leadership Training Course that focuses on pedestrian and bicycle transportation project and policy issues.	<input checked="" type="checkbox"/>		

*denotes a projection of the estimated costs, not for programming purposes.

Goal 5 - Smart Growth			
Total Cost	\$6.6 million*	FY 2003-2008	FY 2009-2023
STRATEGY 5A:			
Institute new bicycle and pedestrian travel and health impact surveys			
ACTIONS: (MDOT is the lead implementing agency unless noted below)			
1. Conduct a transportation survey to establish baseline use volume data for bicycling and walking.	✓		
2. Assess the relationship between proximity to pedestrian and bicycle facilities and the amount of exercise undertaken by Maryland residents and their fitness levels.	✓		
STRATEGY 5B:			
Initiate a Bicycle and Pedestrian Partnership Program (BPPP)			
ACTIONS:			
1. Explore implementation of a Bicycle and Pedestrian Partnership Program as a framework for MDOT/County & Municipality partnerships focusing on development of effective bicycle and pedestrian facility networks and support for programs that create results at the local level.	✓		
STRATEGY 5C:			
Continue strong transportation policy guidance			
ACTIONS:			
1. Continue assessment of progress in implementing this plan on a regular schedule to coincide with the updating of the Maryland Transportation Plan (MTP), including goals and performance measures from this Plan into the Annual Attainment Report.		ongoing	
2. When developing strategic or business plans, include bicycle and pedestrian related goals and objectives.	✓		
3. Encourage the Department of General Services to adopt a policy of providing secure bicycle parking facilities and related amenities such as showers, clothing lockers and changing rooms in all State government buildings.	✓		
4. Encourage counties and municipalities to adopt policies, procedures and guidelines describing how local roadway projects can be designed to safely accommodate non-motorized modes of travel and how all local planning and land use regulation can address bicycling and walking needs.	✓		
5. Initiate a study of State and local laws, policies and practices that affect sidewalk maintenance and construction.	✓		
6. Encourage all counties to identify bicycle and pedestrian projects in their priority project designations.	✓		

*denotes a projection of the estimated costs, not for programming purposes.

Goal 5

Actions, Timing, and Cost Estimates

Goal 5 - Smart Growth

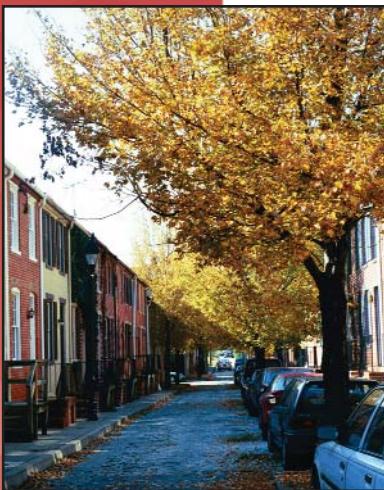
Total Cost	\$6.6 million*		FY 2003-2008	FY 2009-2023
7. Continue to fund bicycle and pedestrian facility improvements through the Sidewalk and Bicycle Retrofit, Neighborhood Conservation and other funding programs.		ongoing		
8. In the next reauthorization of Federal transportation law, support continuation of funding programs that address bicycling and walking, such as the Transportation Enhancements and safety set-asides of the Surface Transportation Program and the National Recreational Trails Program.	✓			
9. After the next reauthorization of Federal transportation programs, consider creating a partnership program and consolidating the funding application process for bicycle and pedestrian projects and programs.	✓			



*denotes a projection of the estimated costs, not for programming purposes.

Performance Measures

Performance Measures



Performance Measures

In 2002, the Maryland Department of Transportation initiated a system of annually monitoring the Department's success in meeting the goals and objectives of the Maryland Transportation Plan, using a set of performance measures. These results are reported in the Annual Attainment Report that is presented as part of the State's Annual Report on Transportation to the Maryland General Assembly.

Following this newly instated tradition, the Department has selected a set of performance measures for gauging the success of meeting the goals and implementing the recommendations contained in this Bicycle and Pedestrian Master Plan. The measures selected are presented below with source of data in parentheses. Depending on the availability of data, it is expected that this year's performance will be measured to provide a baseline of performance from which future years' success will be gauged. An annual assessment will be included in the Annual Attainment Report submitted to the General Assembly as part of the State Report on Transportation. (Items with an asterisk are monitored in the Annual Attainment Report issued by MDOT.)

Performance measures are important as they represent degrees of success towards achieving an intermodal system that fully accommodates bicyclists and pedestrians of all levels of ability. Progress towards achieving these goals will depend not only on the continuing commitment within MDOT and its modal agencies, but also on critical partnerships with a wide variety of cooperating agencies at the State and local level as well the health of the Transportation Trust Fund and other revenue sources.

PEDESTRIAN TRAVEL PERFORMANCE MEASURES

- Percentage of trips to work that were made by walking (MDOT*)
- Percentage of State-owned roadway centerline miles within Priority Funding Areas that have sidewalks. (SHA)*
- Number and rate per 1 million population of pedestrian fatalities and injuries on State highways. (SHA)*

BICYCLE TRAVEL PERFORMANCE MEASURES

- Number and rate per 1 million population of bicyclist fatalities and injuries on State highways. (SHA)*
- Percentage of State-owned roadway centerline miles with a bicycle level of comfort (BLOC) grade of "D" or better. (SHA)*
- Percent of appropriate transit vehicles that can accommodate bicycles. (MTA)
- Center-line mileage of State-owned highways with marked bike lanes. (SHA)
- Percentage of trips to work that were made by bicycling.

BICYCLE AND PEDESTRIAN TRAVEL PERFORMANCE MEASURES

- Number of local jurisdictions implementing local ordinances which support bicycling and walking (MDOT)
- Dollars committed to bicycle and pedestrian projects in the Consolidated Transportation Program (MDOT).

The Goals

GOALS OF THE MARYLAND BICYCLE PEDESTRIAN ACCESS MASTER PLAN AND THEIR RELATIONSHIP TO THE GOALS OF THE MTP	
PLAN GOALS	CORRESPONDING MTP GOAL
Goal 1: Facility Integration and Expansion Integrate and expand the State's bicycle and pedestrian facilities, creating a connected network of on-road, off-road and transit-related accommodations that will encourage and facilitate increased levels of bicycling and walking and improve access for individuals with disabilities.	<i>MTP Goal 6: Provide Mobility and Accessibility with Transportation Choice.</i>
Goal 2: Facility Preservation and Maintenance Preserve, protect and maintain the State's existing bicycle and pedestrian facilities and rights-of-way.	<i>MTP Goal 2: System Preservation</i>
Goal 3: Safety Provide safe and convenient bicycle and pedestrian accommodations for every type of trip, and for all levels of ability.	<i>MTP Goal 4: Safety and Security</i>
Goal 4: Education and Encouragement Develop education and encouragement programs that will increase levels of bicycling and walking and foster a pro-bicycle and pro-pedestrian ethic in individuals, private sector organizations, and all levels of government.	<i>MTP Goal 10: Serving Our Customers</i>
Goal 5: Smart Growth Work with local communities to modify land use, transportation and other policies and planning processes to achieve increased levels of bicycling and walking.	<i>MTP Goal 1: Smart Growth, Smart Transportation</i>



Looking Forward

Looking Forward

The preceding pages of the *Maryland Bicycle and Pedestrian Master Plan* outline the twenty-year blueprint Maryland will follow in its endeavor to *make Maryland the best State for bicyclists and pedestrians*. However, MDOT is already hard at work implementing numerous activities from the Master Plan and is working to bring many more online in the near future. Below is a sample of the many exciting bicycle and pedestrian projects and activities currently underway or planned for the near future.

GOING ON NOW

<ul style="list-style-type: none">• Bicycle and Pedestrian Safety Curriculum for Maryland Schools.• Assessing a Safe Routes To Schools program, in coordination with the Maryland Bicycle and Pedestrian Advisory Committee.• Neighborhood Conservation Program project on MD 193.• Maryland Bicycle Retrofit Program.• Planet Walk - a public art project along the Baltimore and Annapolis Trail.• Washington regional media campaign to encourage bicycle and pedestrian travel.• Completing the Anacostia and Allegheny Highland trails.	<ul style="list-style-type: none">• Ongoing pilot pedestrian countdown signals in Montgomery County.• Safe Bicycling in Maryland Guide.• Guidelines for locating bus stops for safer pedestrian access.• Study providing access for bicycles on controlled access highways.• Bicycles on buses - throughout the State.• Multi-county pedestrian enforcement initiative.• BWI Trail Improvements Demonstration Project.
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COMING SOON!

<ul style="list-style-type: none">• New statewide bicycle map.• Best practices guide for bicycle and pedestrian facility design and operation.• Connect BWI trail to the airport terminal and other area trails, such as Patapsco Trail.• Develop clearer simpler laws governing bicycle and pedestrian safety.• Develop pedestrian-friendly transit-oriented developments in Owings Mills, West Hyattsville and other key rail stations.• Study opportunities to create pedestrian-friendly transit-oriented developments on new rail transit lines in Baltimore and Washington regions.	<ul style="list-style-type: none">• Lexington Park - pathways to schools project.• Transportation survey to identify bicycle and pedestrian usage and travel patterns and needs.• Woodrow Wilson bridge bicycle and pedestrian path.• Pedestrian bridge over I-270 at MD 28.• Adapt existing MARC rail cars with bike racks to permit passengers to carry on bicycles.• Study new methods of increasing the visibility of bicycles and pedestrians on roadways.
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List of Acronyms

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act of 1990
ADAAG	Americans with Disabilities Act Accessibility Guidelines
BLOC	Bicycle Level of Comfort
BPPP	Bicycle Pedestrian Partnership Program
BWI Airport	Baltimore-Washington International Airport
CTP	Consolidated Transportation Program
DNR	Department of Natural Resources
MBPAC	Maryland Bicycle and Pedestrian Advisory Committee
MDOT	Maryland Department of Transportation
MdTA	Maryland Transportation Authority
MTA	Maryland Transit Administration
MTP	Maryland Transportation Plan
MVA	Maryland Motor Vehicle Administration
PFA	Priority Funding Area
SHA	State Highway Administration

Maryland Bicycle and Pedestrian Access Act

PUBLIC POLICY

The General Assembly finds that it is in the public interest for the State to include enhanced transportation facilities for pedestrian and bicycle riders as an essential component of the State's transportation system, and declares that it is the policy of the State that:

- 1) Access to and use of transportation facilities by pedestrians and bicycle riders shall be considered and best engineering practices regarding the needs of bicycle riders and pedestrians shall be employed in all phases of transportation planning, including highway design, construction, reconstruction, and repair as well as expansion and improvement of other transportation facilities;
- 2) The modal administrations in the Department shall ensure that the State remove barriers, including restrictions on the bicycle access to mass transit, that impede the free movements of individuals from one mode of transportation to another; and
- 3) As to any new transportation project or improvement to an existing transportation facility, the Department shall work to ensure that transportation options for pedestrians and bicycle riders will be enhanced and that pedestrian and bicycle access to transportation facilities will not be negatively impacted by the project or improvements.

DIRECTOR OF BICYCLE AND PEDESTRIAN ACCESS

- a) ***Established*** - There is a Director of Bicycle and Pedestrian Access in the Office of the Secretary.
- b) ***Appointment*** -
 - (1) The Director shall be appointed by the Secretary with the approval of the Governor.
 - (2) The Director shall be a person with experience and knowledge in matters related to bicycle and pedestrian access to transportation facilities.
- c) ***Service, reporting and duties*** -
 - (1) The Director serves at the pleasure of the Secretary and shall report directly to the Secretary.
 - (2) Subject to the authority of the Secretary, the Director is responsible for carrying out:
 - (i) The powers and duties vested by law in the Director; and
 - (ii) The powers and duties vested in the Secretary and delegated to the Director by the Secretary.
- d) ***Salary*** - The Director is entitled to the salary provided in the State budget.

BICYCLE-PEDESTRIAN MASTER PLAN

- a) ***Requirements; Goals of the Plan*** - The Director shall develop and coordinate policies and plans for the provision, preservation, improvement, and expansion of access to transportation facilities in the State for pedestrians and bicycle riders, including development, before October 1, 2002, of a Statewide 20-year Bicycle-Pedestrian Master Plan that:
 - 1) (i) Identifies short-term and long-range goals that are consistent with the purposes of this subtitle; and
 - (ii) For each identified goals includes:
 1. Reasonable cost estimates for achieving the goals; and

2. For purposes of the annual report required under Section 3-216 of this article, objective performance criteria against which progress in achieving the goal can be measured.
- 2) Complies with applicable federal funding requirements;
- 3) Provides a model to guide political subdivisions of the State in enhancing bicycle and pedestrian access to transportation facilities;
- 4) Proposes long-term strategies for improving the State's highways to ensure compliance with the most advanced safety standards for pedestrians and bicycle riders;
- 5) After consultation with political subdivisions in the State, identifies bicycle-pedestrian priority areas to facilitate the targeting of available funds to those areas of the State most in need.

b) **Duties of the Director** - To carry out the purposes of this subtitle, the Director shall:

- 1) Participate in the planning of new transportation facilities and improvements to existing transportation facilities;
- 2) Advise the Secretary on matters concerning bicycle and pedestrian access and any other matter as requested by the Secretary;
- 3) Initiate a program of systematic identification of and planning for projects related to bicycle and pedestrian transportation that qualify for funds under Federal Highway Administration guidelines;
- 4) Monitor State transportation plans, proposals, facilities, and services to ensure maximum benefits for pedestrians and bicycle riders in the State; and
- 5) Consult regularly with the Bicycle and Pedestrian Advisory Committee.

c) **Secretary's authority** - The exercise of the powers and duties of the Director is subject to the authority of the Secretary.

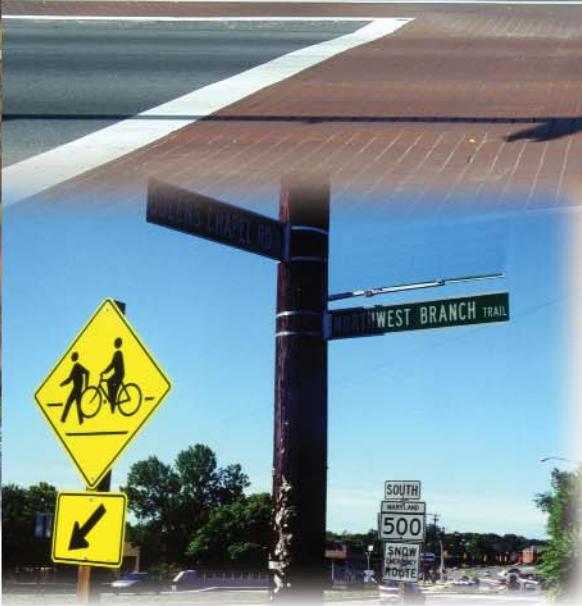


Maryland Department of Transportation

Twenty Year

Bicycle & Pedestrian Access Master Plan

Technical Appendix: Bicycle and Pedestrian Needs Inventory



**Making Maryland
the Best State for
Bicyclists and Pedestrians**

October 2002

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SECTION 1: BACKGROUND

Introduction

This technical appendix provides supplementary information to the Maryland Statewide 20-Year Bicycle and Pedestrian Access Master Plan. Goal 1 of the Plan addresses Facility Integration and Expansion, with the following stated objective:

Integrate and expand the State's bicycle and pedestrian facilities, creating a connected network of on-road, off-road and transit-related accommodations that will encourage and facilitate increased levels of bicycling and walking and improve access for individuals with disabilities.

The Plan further states that “*meeting this strategy requires that bicycle and pedestrian needs are identified and addressed in the development of all road and bridge projects, with the exception of interstates and freeways . . .*” One key aspect of the Master Plan has been to identify locations throughout the State that are *most* in need of improvements. This report therefore provides a listing of these locations, as well as background information on the process by which they were selected.

The information in this technical appendix can also be obtained through Maryland Department of Transportation at www.smartertransportation.com.

Inventory Process

During the course of developing the Master Plan, a comprehensive inventory and analysis was undertaken to identify roadway locations needing improvements throughout the State. This section provides a brief description of the methodology used to conduct this inventory.

Background on the Methodology

Current bicycling conditions were analyzed using the Bicycle Level of Comfort (BLOC) model, a scientifically-calibrated model that is used by agencies throughout North America. The Bicycle LOC Model is a “supply-side” criterion. It is an evaluation of bicyclists’ perceived safety with respect to motor vehicle traffic. It identifies the quality of comfort for bicyclists that currently exists within the roadway environment. The model reflects the average bicyclists’ perception of compatibility due to factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface conditions, motor vehicle speed and type, and presence or absence of on-street parking.

The *Bicycle Level of Comfort Model* is based on the research documented in *Transportation Research Record 1578* published by the Transportation Research Board of the National Academy of Sciences.

The needs inventory examined approximately 4,750 miles of state roadways in the year 2002. Sidewalk coverage was also collected on the state roadway network. The information was assembled in a new bicycle and pedestrian Geographic Information System (GIS) database, which allows for large volumes of information to be analyzed and presented geographically.

The BLOC Model provides a grading system (A-F) for rating bicycle riding conditions on each roadway segment. Level A reflects the best conditions for bicyclists; level F represents the worst conditions. The photos provided show examples of real world locations that depict the existing conditions which generate the various Level of Comfort scores.



BLOC A



BLOC B



BLOC C



BLOC D



BLOC E



BLOC F

Pedestrian conditions were analyzed as well. Field analysis was done to determine sidewalk coverage on the state roadway network. Locations with gaps in the sidewalk network were identified and entered into a GIS database.

It should be noted that the analysis described in this report focuses only on facilities that are under the jurisdiction of the State Highway Administration. The only exceptions are state numbered routes in Baltimore and Annapolis, which are under the jurisdiction of those cities. There are many other locally-owned roadways that are also important to bicycle and pedestrian mobility. Improvements that are needed to county- and city-owned roadways will remain the responsibility of those jurisdictions.

Bicycle Level of Comfort Results

The BLOC results for the state as a whole are shown in Table 2. Of the more than 4,750 miles of roadways that were analyzed, seventy-five percent had a Bicycle Level of Comfort (BLOC) of “D” or better; the largest number of roadway miles fall into the highest comfort level—“A” (see Table 2).

Table 2. Bicycle Level of Comfort on MDOT Roadways

BLOC	Statewide*		Priority Funding Areas**	
	Miles	%	Miles	%
A	1,082	22.8	305	20.9
B	723	15.2	167	11.5
C	832	17.5	147	10.1
D	932	19.6	225	15.4
E	654	13.8	269	18.4
F	531	11.1	345	23.7
Total	4,754	100	1458	100

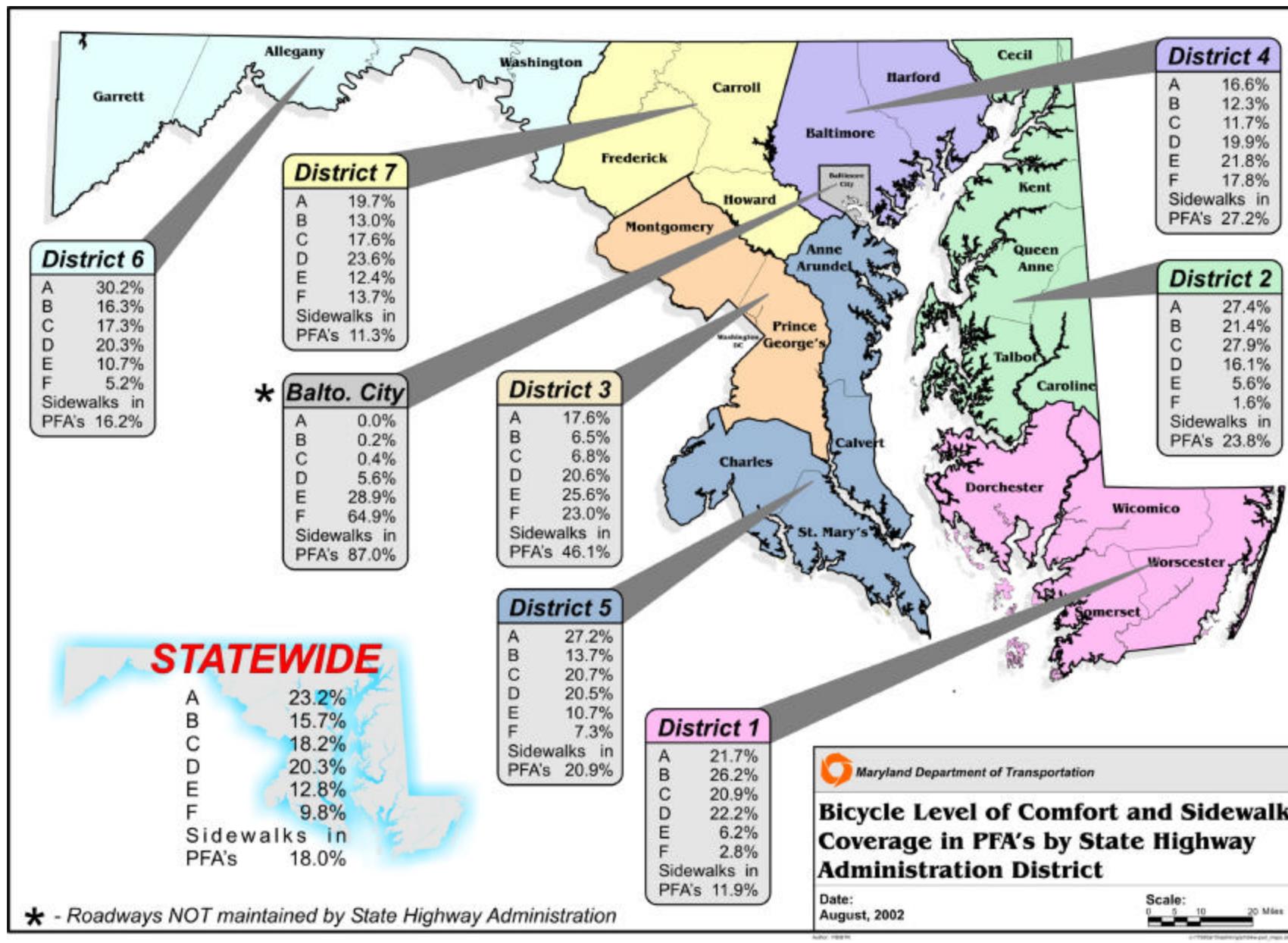
*Does not include state-numbered routes in the cities of Annapolis and Baltimore.

** Priority Funding Area (PFA) miles include segments that are completely contained within PFAs.

Additionally, the following select statistics, drawn from the BLOC database, provide a snapshot summary of physical facilities that exist for bicyclists:

- 2,620 miles of roadway (55.1%) have shoulders of 4 feet or greater (mostly in rural areas);
- 309 miles of roadway (6.5%) have “Share the Road” signs;
- 34 miles of roadway (0.7%) have sidepaths, and
- 16 miles of roadway (0.3%) have designated bike routes;
- 8 miles of roadway (0.2%) have designated bike lanes;

Overall, the BLOC analysis conducted for this Plan reveals a modest, but significant, level of progress made thus far to achieve a state highway system that accommodates bicyclists. It also points toward state roads in Priority Funding Areas (high population centers) as a focus area for future bicycle improvements. The map on the following page provides a summary of BLOC results for each District.



SECTION 2: OVERVIEW OF THE NEEDS INVENTORY

Selection Process

One challenge in developing the Master Plan was determining which roads have the greatest need for bicycle and pedestrian improvements. In consultation with local officials, MDOT has developed lists of locations in each of the seven geographic SHA Districts that are in need of bicycle and pedestrian improvements. Not all local jurisdictions are represented on these lists. MDOT will consider additions and deletions from this list as needs and priorities are identified at both the state and local levels.

MDOT reviewed the inventories provided by the local agencies and developed two tiers of needs for further review and consideration. Roadways in Tier 1 demonstrate the greatest need for bicycle accommodations, whereas roadways in Tier 2 show less need.

Tier 1 routes meet all three of the following criteria:

- 1) The road segment is recommended for improvement by the local government in a local/regional bicycle and/or pedestrian plan
- 2) The road segment is within a Priority Funding Area¹
- 3) The road segment has a Bicycle Level of Comfort of “E” or “F.”

Tier 2 routes meet either one of the following two criteria:

- 1) The road segment is recommended for improvement by the local government in a local/regional bicycle and/or pedestrian plan
- 2) The road segment has a Bicycle Level of Comfort of “E” or “F.”

Pedestrian accommodations are needed on State highways in Priority Funding Areas. Many localities have identified specific locations for pedestrian facility improvements. These locations are also listed in the District summaries at the end of this report.

MDOT will continue to work with local planning directors and elected officials to update and prioritize areas of greatest need. Projects will be selected from these lists during programming for implementation based on assessments of engineering feasibility, environmental impacts, costs, and local support. Other factors to be considered, as these projects are prioritized with input from the local level, include proximity to transit and schools, its relationship to a trail or bike route, and continuity from one jurisdiction to another jurisdiction. To proceed with planning, design and construction of any given project, the appropriate funding must be identified in the capital program. The availability of funds to address bicycle and pedestrian needs will depend upon the total funds contained in the State’s capital program. Funding levels vary according to the performance of the Transportation Trust Fund and other variables.

¹ Priority Funding Areas (PFA’s) are locations where the State and local governments want to target their efforts to encourage and support economic development and new growth. See <http://www.op.state.md.us/smartgrowth/smartpfa.htm> for a map of PFA locations.

The locations identified on these lists reflect a planning level analysis, not a project level analysis. The segments identified do not yet represent improvement projects. They have not been subjected to the typical analysis used to identify engineering projects, such as: 1) scoping for environmental and design analysis, or 2) identification of logical project termini, or 3) development phasing. These lists provide the locations from which projects can be selected for detailed planning and engineering through the State's annual programming process. On an ongoing basis, it will be necessary to identify and develop a list of priority projects, each with a brief scope that describes project phasing, project endpoints, facility types to be used in the project, precise locations of high priority design treatments (i.e. in close proximity to key destinations), and other similar factors that will become more apparent during project level planning.

The summary sheets list the total number of roadway miles in each county that fall into Tier 1 and Tier 2 for bicycle facility needs. The detail tables identify each roadway segment (by route number and segment endpoints) that make up the Tier 1 and Tier 2 list of roadway locations where improvements are needed, including mileage and county locations. (Tier 1 and Tier 2 improvements will likely be addressed in combination with other funded MDOT transportation projects along these roadways.)

Though they have not been included as Tier 1 or Tier 2 roadways, remaining state roadways where bicycle access is permitted will continue to be considered for bicycle and pedestrian facility improvements during normal reconstruction or capacity improvement projects along those roadway segments.

Types of Improvements Needed

The Tier 1 and Tier 2 lists do not prescribe the types of improvements or facility designs that are needed for each roadway segment. Selection of bicycle and pedestrian facility types (shoulders, bike lanes, shared use paths, sidewalk improvements, crossing improvements, etc.) and their precise design should be identified during the project planning phase, with the goal of providing the most comfortable condition for bicycling and walking given the particular opportunities and constraints offered by each potential project. There are a variety of types of facilities that may be considered for each location.

DISTRICT 1: **NEEDED LOCATIONS FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS**

The locations listed on the following pages are state-owned roadways in this District that are in need of bicycle and pedestrian improvements.* These locations have been identified through input from local jurisdictions, as well as an analysis of existing bicycling and walking conditions (see Section 2 of this report for a description of the process used to establish Tier 1 and Tier 2 needs).

MDOT will continue to work with local officials to update and prioritize areas of greatest need. Projects will be selected from these lists during programming for implementation based on assessments of engineering feasibility, environmental impacts, costs, and local support. The availability of funds to address bicycle and pedestrian needs will depend upon the total funds contained in the State's capital program.

Needed improvements will vary depending on the specific conditions in each corridor, and therefore will be determined during project development. Based on funding available, types of improvements may include features as designated bike lanes, wide curb lanes, paved or widened shoulders, parallel shared-use paths, sidewalk/streetscape improvements, accessibility improvements, and/or crossing improvements at intersections.

*This listing does not include bridge structures

Bicycle Facility Needs

Tier 1 Locations - Summary

0.00 Miles

Miles	County
0.00	Dorchester County
0.00	Somerset County
0.00	Wicomico County
0.00	Worcester County

Tier 2 Locations - Summary

182.97 Miles

Miles	County
55.88	Dorchester County
14.84	Somerset County
73.93	Wicomico County
38.32	Worcester County

Maryland State Highway Bicycle Improvement Needs									
Tier 2 Locations: DISTRICT 1									
Type	RT #	Road Name	From	To	Length (Miles)	BLOC	Priority Funding Area	Local Plan	County
MD	16	TAYLORS I	EGYPT RD	HOOPER IS	4.56	A	0	1	Dorchester
US	50	SUNBURST	MD 750	MD 750	0.83	E	1	0	Dorchester
US	50	SUNBURST	MD 750	TAYLORS I	1.43	E	0	0	Dorchester
US	50	SUNBURST	TAYLORS I	LINKWOOD	3.53	E	0	0	Dorchester
US	50	SUNBURST	OLD OCEAN	RHODESDAL	1.07	E	0	0	Dorchester
US	50	SUNBURST	RHODESDAL	County Line	0.84	E	0	0	Dorchester
MD	307	BROAD ST	County Line	PALMERS M	2.50	A	0	1	Dorchester
MD	307	BROAD ST	PALMERS M	RHODESDAL	2.52	A	0	1	Dorchester
MD	331	RHODESDAL	SECRETARY	SUNBURST	5.78	C	0	1	Dorchester
MD	331	RHODESDAL	BROAD ST	EAST NEW	0.48	B	1	1	Dorchester
MD	331	RHODESDAL	SECRETARY	SECRETARY	1.99	B	0	1	Dorchester
MD	331	RHODESDAL	TAYLORS I	BOB TOWN	1.38	A	0	1	Dorchester
MD	331	RHODESDAL	BOB TOWN	BROAD ST	1.10	A	0	1	Dorchester
MD	331	RHODESDAL	EAST NEW	SECRETARY	2.94	A	0	1	Dorchester
MD	335	HOOPER IS	KEY WALLA	LAKESVILLE	5.91	D	0	1	Dorchester
MD	335	HOOPER IS	TAYLORS I	KEY WALLA	3.87	C	0	1	Dorchester
MD	336	LAKESVILLE	HOOPER IS	ANDREWS R	4.85	B	0	1	Dorchester
MD	343	HUDSON RD	RACE ST	SUNBURST	0.91	F	1	0	Dorchester
MD	343	HUDSON RD	County Line	LEONARDS	9.39	F	0	0	Dorchester
US	13	OCEAN HWY	DIVIDING	County Line	0.29	F	0	0	Somerset
MD	413	W MAIN ST	OCEAN HWY	SAM BARNE	0.65	D	0	1	Somerset
MD	413	W MAIN ST	JACKSONVI	County Line	1.39	B	1	1	Somerset
MD	413	W MAIN ST	FAIRMOUNT	KINGSTON	3.21	B	0	1	Somerset
MD	413	W MAIN ST	OLD STATE	JACKSONVI	2.02	B	0	1	Somerset
MD	413	W MAIN ST	SAM BARNE	FAIRMOUNT	0.69	A	1	1	Somerset
MD	413	W MAIN ST	KINGSTON	OLD STATE	4.15	A	0	1	Somerset
MD	413	W MAIN ST	OLD STATE	OLD STATE	2.44	A	0	1	Somerset
MD	12	SNOW HILL	DOVER NEC	County Line	2.49	D	0	1	Wicomico
MD	12	SNOW HILL	S FRUITLA	DOVER NEC	2.11	A	0	1	Wicomico
US	13	S FRUITLA	OCEAN GAT	E CEDAR L	2.90	F	1	0	Wicomico
US	13	S FRUITLA	E CEDAR L	S FRUITLA	2.19	F	1	0	Wicomico
US	13	S FRUITLA	NYLOR MIL	S FRUITLA	0.83	E	1	0	Wicomico
MD	346	E MAIN ST	S FRUITLA	WALSTON S	2.05	E	0	1	Wicomico
MD	346	E MAIN ST	WALSTON S	PARSONSBU	2.03	E	0	1	Wicomico
MD	346	E MAIN ST	PARSONSBU	DELAWARE	2.79	E	0	1	Wicomico
MD	346	E MAIN ST	E CHURCH	S FRUITLA	2.02	D	1	1	Wicomico
MD	346	E MAIN ST	DELAWARE	POWELLVIL	3.58	C	0	1	Wicomico
MD	346	E MAIN ST	POWELLVIL	County Line	1.50	C	0	1	Wicomico
MD	349	NANTICOKE	CAPITOLA	OLD QUANT	5.49	D	0	1	Wicomico
MD	349	NANTICOKE	CAPITOLA	QUANTICO	7.46	C	0	1	Wicomico
MD	349	NANTICOKE	County Line	CAPITOLA	7.49	B	0	1	Wicomico

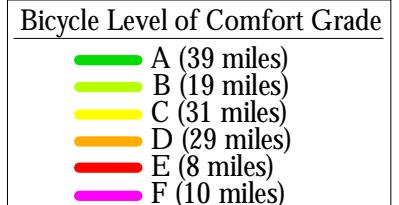
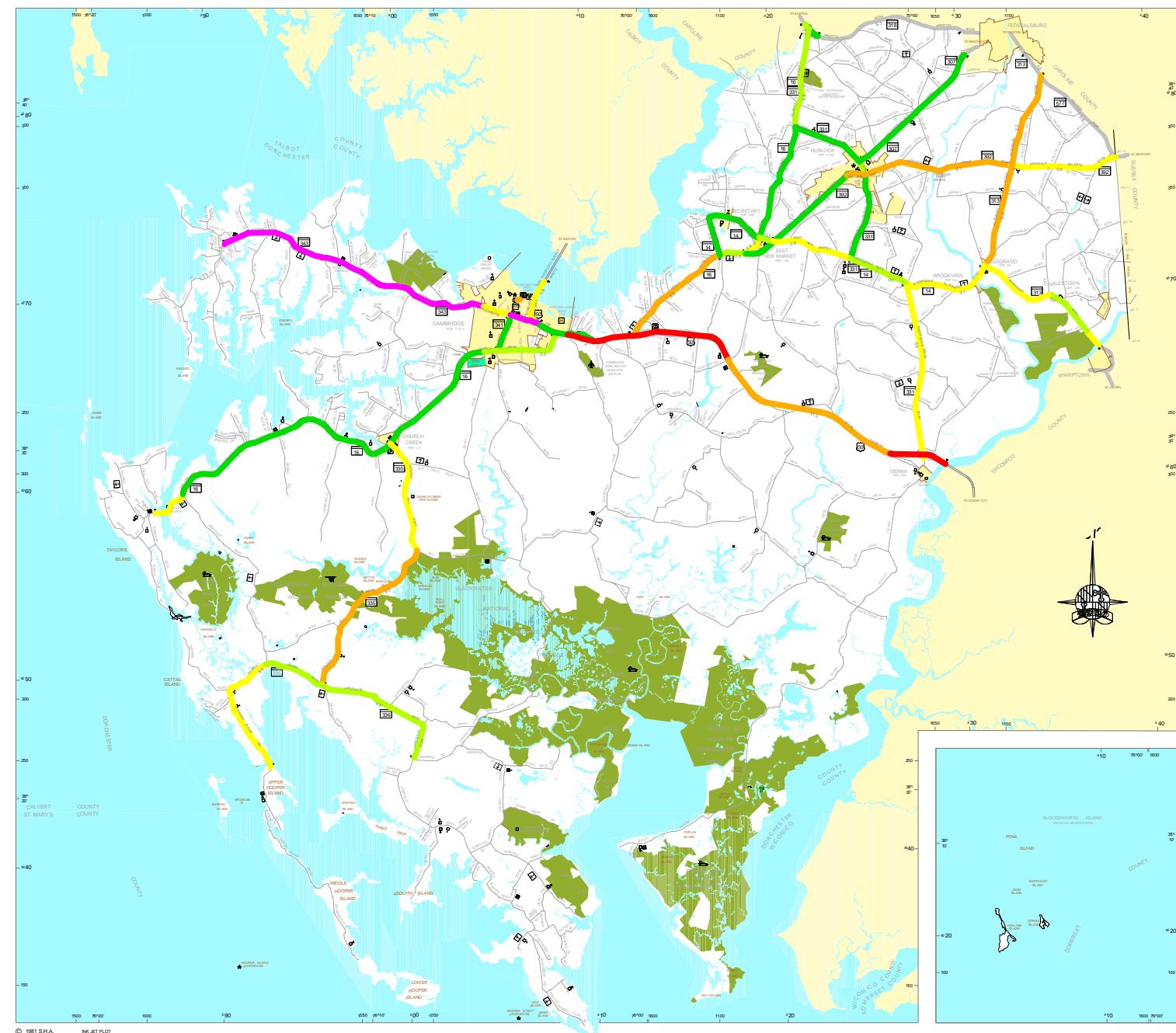
MD	349	NANTICOKE	QUANTICO	CAPITOLA	0.68	B	0	1	Wicomico
MD	349	NANTICOKE	OLD QUANT	OLD QUANT	0.79	A	1	1	Wicomico
MD	350	MT HERMON	S FRUITLA	WALSTON S	1.68	C	0	1	Wicomico
MD	350	MT HERMON	WALSTON S	FOREST GR	2.43	C	0	1	Wicomico
MD	350	MT HERMON	FOREST GR	SIXTY FOO	1.54	C	0	1	Wicomico
MD	350	MT HERMON	SIXTY FOO	POWELLVIL	3.62	B	0	1	Wicomico
MD	352	CAPITOLA	NANTICOKE	WHITEHAVE	3.42	C	0	1	Wicomico
MD	352	CAPITOLA	WHITEHAVE	NANTICOKE	6.57	B	0	1	Wicomico
MD	354	POWELLVIL	MT HERMON	BURBAGE C	0.38	C	1	1	Wicomico
MD	354	POWELLVIL	OCEAN GAT	MT PLEASA	2.87	B	0	1	Wicomico
MD	354	POWELLVIL	MT PLEASA	MT HERMON	1.37	B	0	1	Wicomico
MD	354	POWELLVIL	BURBAGE C	County Line	2.43	B	0	1	Wicomico
MD	374	BURBAGE C	POWELLVIL	County Line	1.22	C	0	1	Wicomico
MD	12	SNOW HILL	MARKET ST	WORCESTER	3.29	E	0	0	Worcester
US	13	MARKET ST	WORCESTER	OCEAN HWY	0.56	F	1	0	Worcester
US	50	OCEAN GAT	DALE RD	OCEAN CIT	2.08	E	0	0	Worcester
US	50	OCEAN GAT	RACETRACK	OLD BRIDG	2.40	E	0	0	Worcester
US	50	OCEAN GAT	OLD BRIDG	County Line	2.33	B	1	1	Worcester
MD	90	OCEAN CIT	Highway through City		11.81	E	0	1	Worcester
US	113	WORCESTER	County Line	DALE RD	0.74	E	0	0	Worcester
MD	346	OLD OCEAN	WILLIAMS	WORCESTER	0.06	F	1	0	Worcester
MD	346	OLD OCEAN	WORCESTER	OCEAN GAT	0.80	E	1	0	Worcester
MD	528	COASTAL H	BALTIMORE	County Line	1.45	A	1	1	Worcester
MD	589	RACETRACK	OCEAN CIT	MANKLIN C	0.50	E	0	1	Worcester
MD	589	RACETRACK	GREYS COR	OCEAN GAT	0.06	E	0	1	Worcester
MD	589	RACETRACK	OCEAN PKW	OCEAN CIT	0.43	D	0	1	Worcester
MD	589	RACETRACK	MANKLIN C	GREYS COR	2.05	C	0	1	Worcester
MD	589	RACETRACK	WORCESTER	OCEAN PKW	1.58	B	0	1	Worcester
MD	611	STEPHEN D	OLD BRIDG	SINEPUXEN	0.91	A	0	1	Worcester
MD	611	STEPHEN D	SINEPUXEN	BAY ST	2.72	A	0	1	Worcester
MD	611	STEPHEN D	BAY ST	County Line	4.43	A	0	1	Worcester
MD	703	KLEJ GRAN	STOCKTON	Dead End	0.12	F	0	0	Worcester

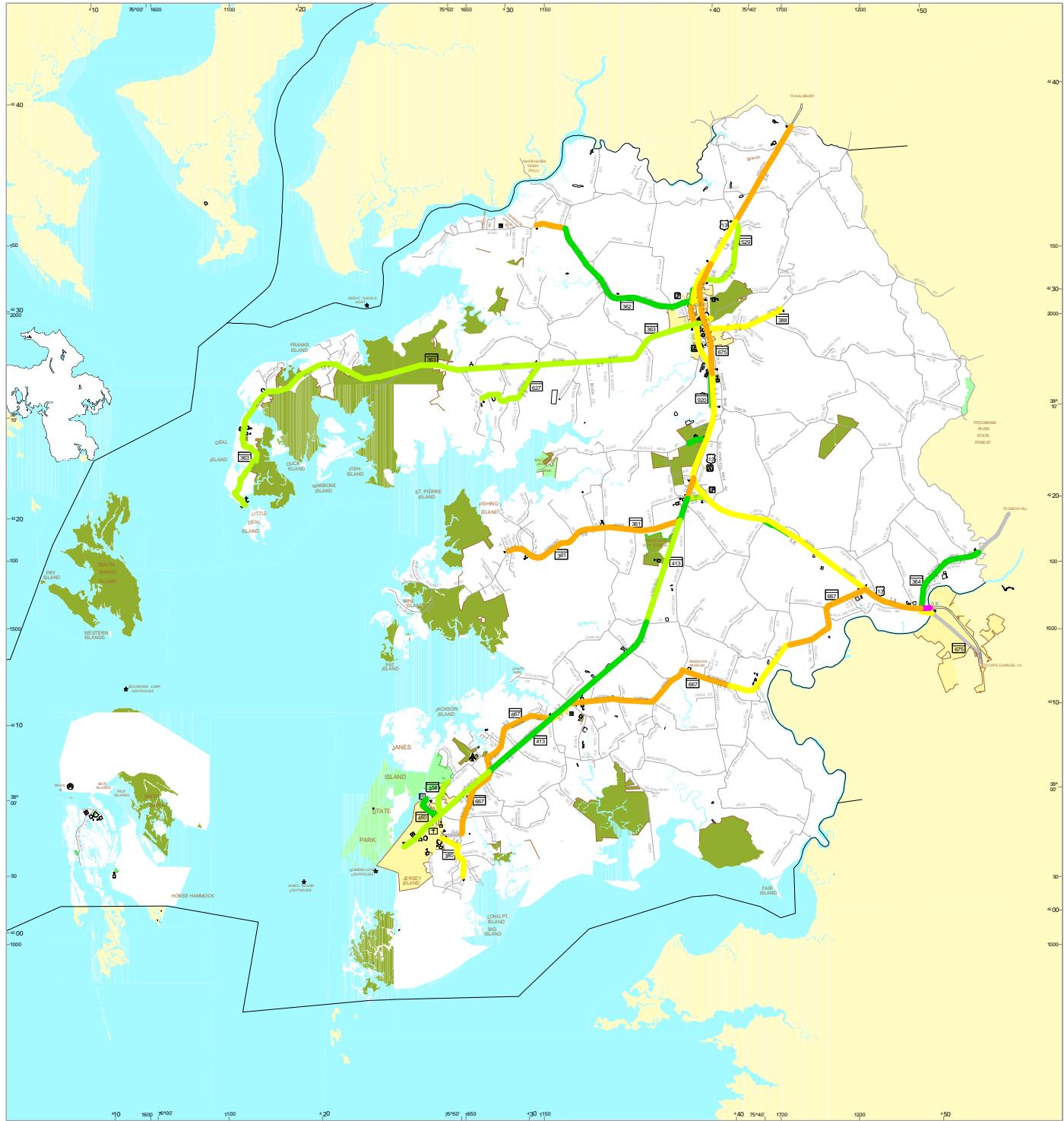
Pedestrian Facility Needs Identified by Local Jurisdictions
DISTRICT 1

In District 1, 11.9% of the roadways that lie within Priority Funding Areas (PFA's) have sidewalks.² Local jurisdictions have identified a number of additional locations where accessible sidewalks and/or crossing improvements are needed, as shown in the list below. MDOT will consider additions and deletions from this list as needs and priorities are identified at both the state and local levels.

- Dorchester County – Provide sidewalks on any new or reconstructed roadway.
- Dorchester County – Link Cambridge to Blackwater Refuge
- Dorchester County – Provide pedestrian facilities that connect to the Hurlock Recreation Complex
- Ocean City – Sidewalk improvements Route 528
- Wicomico County – Intersection improvement Route 13 and Main St.
- Worcester County – Sidewalks on Route 12 in Girdletree
- Worcester County – Sidewalks along Old Ocean City Blvd. Between Route 113 and 50

² Denotes percent of directional mileage with sidewalk coverage.





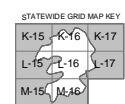
GENERAL HIGHWAY MAP
SOMERSET
COUNTY
MARYLAND

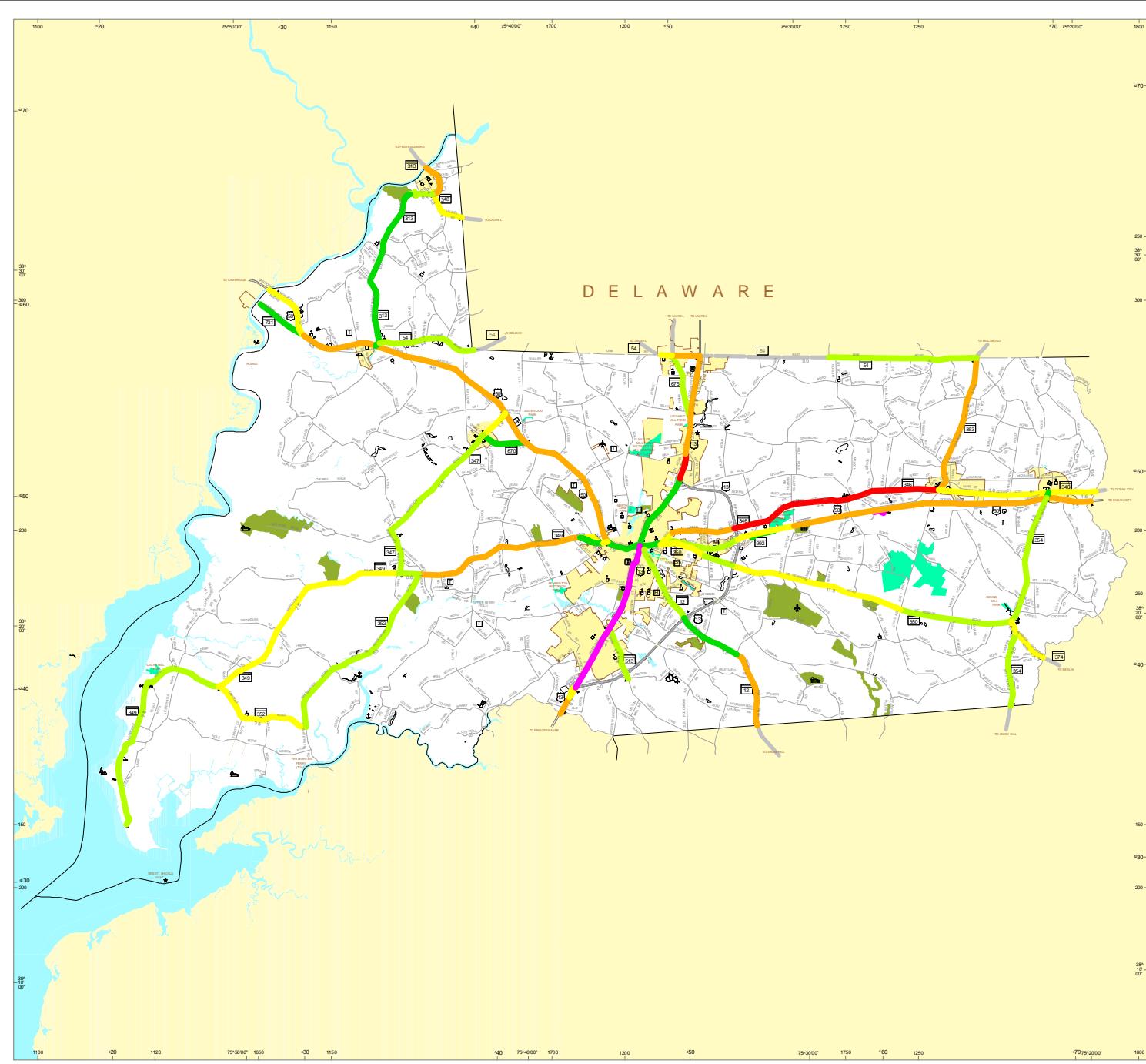
PREPARED BY THE
DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

MAP SCALE
 1:100,000

PUBLISHED: 2000

Map prepared by
 Parsons Brinckerhoff
 Fitzgerald and Halliday, Inc.
 Sprinkle Consulting, Inc.
 for Maryland Department of Transportation
 October 2002
 Based on field data collected October 2001





Bicycle Level of Comfort Grade

- A (17 miles)
- B (50 miles)
- C (34 miles)
- D (43 miles)
- E (8 miles)
- F (5 miles)

GENERAL HIGHWAY MAP
**WICOMICO
COUNTY
MARYLAND**

DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION

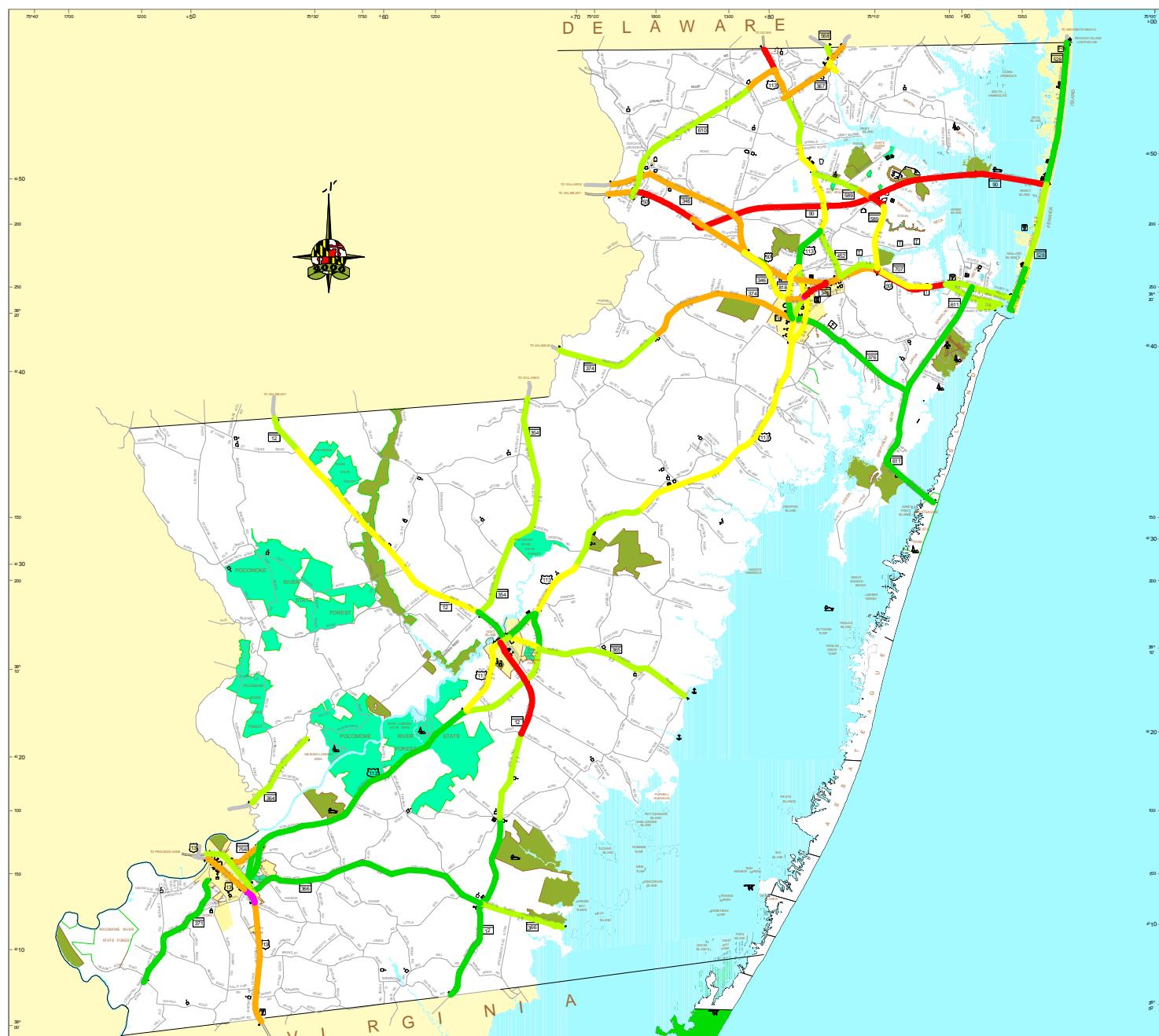
MAP SCALE
1:100,000

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Parsons Brinckerhoff
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Sprinkle Consulting, Inc.
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October 2002

STATEWIDE GRID MAP KEY





Bicycle Level of Comfort Grade

- A (54 miles)
- B (56 miles)
- C (37 miles)
- D (30 miles)
- E (22 miles)
- F (1 miles)

GENERAL HIGHWAY MAP

WORCESTER COUNTY MARYLAND

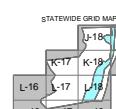
PREPARED BY THE
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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MAP SCALE
1:100,000
0 1 2 3 4 5 MILES
0 1 2 3 4 5 KILOMETERS

PUBLISHED: 2000

LAMBERT CONFORMAL CONIC PROJECTION

Map prepared by
Parsons Brinckerhoff
Fitzgerald and Halliday, Inc.
Sprinkle Consulting, Inc.
for Maryland Department of Transportation
October 2002
Based on field data collected October 2001



DISTRICT 2: **NEEDED LOCATIONS FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS**

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*This listing does not include bridge structures

Bicycle Facility Needs

Tier 1 Locations - Summary

2.79 Miles

Miles	County
0.00	Caroline County
2.24	Cecil County
0.00	Kent County
0.00	Queen Anne's County
0.55	Talbot County

Tier 2 Locations - Summary

186.03 Miles

Miles	County
9.26	Caroline County
100.92	Cecil County
3.40	Kent County
47.18	Queen Anne's County
25.27	Talbot County

Maryland State Highway Bicycle Improvement Needs									
Tier 1 Locations: DISTRICT 2									
Type	RT #	Road Name	From	To	Length (Miles)	BLOC	Priority Funding Area	Local Plan	County
MD	213	AUGUSTINE	DELAWARE	PULASKI H	0.55	E	1	1	Cecil
MD	279	NEWARK AV	PULASKI H	ELKTON BL	0.58	F	1	1	Cecil
MD	279	NEWARK AV	ELKTON BL	AUGUSTINE	0.58	E	1	1	Cecil
MD	279	NEWARK AV	AUGUSTINE	NORTH ST	0.53	E	1	1	Cecil
MD	18	MAIN ST	MD 18F	CHESTER R	0.55	E	1	1	Queen Anne's

Maryland State Highway Bicycle Improvement Needs									
Tier 2 Locations: DISTRICT 2									
Type	RT #	Road Name	From	To	Length (Miles)	BLOC	Priority Funding Area	Local Plan	County
MD	315	LIBERTY R	BLOOMINGD	WRIGHT RD	1.37	E	0	0	Caroline
MD	331	PRESTON R	MAPLE AVE	MD 331A	0.45	F	1	0	Caroline
MD	331	PRESTON R	BETHLEHEM	HARMONY R	3.45	E	0	0	Caroline
MD	404	SHORE HWY	LEGION RD	BETHLEHEM	1.83	F	0	0	Caroline
MD	404	SHORE HWY	County Line	RIDGELY R	0.73	E	0	0	Caroline
MD	404	SHORE HWY	RIDGELY R	HILLSBORO	1.29	E	0	0	Caroline
MD	619	SIXTH ST	SHORE HWY	FLEETWOOD	0.14	E	0	0	Caroline
US	1	CONOWINGO	County Line	AIKEN AVE	0.61	E	0	1	Cecil
US	1	CONOWINGO	PORTERS B	RISING SU	1.07	E	0	1	Cecil
US	1	CONOWINGO	CONNELLY	PORTERS B	1.15	D	0	1	Cecil
US	1	CONOWINGO	AIKEN AVE	ROCK SPRI	0.92	C	0	1	Cecil
US	1	CONOWINGO	ROCK SPRI	CONNELLY	1.57	C	0	1	Cecil
US	1	CONOWINGO	RISING SU	CENTER ST	0.89	A	0	1	Cecil
US	1	CONOWINGO	CENTER ST	MOUNT ST	0.99	A	0	1	Cecil
US	1	CONOWINGO	MOUNT ST	County Line	2.10	A	0	1	Cecil
MD	7	BROAD ST	County Line	AIKEN AVE	0.44	D	1	1	Cecil
MD	7	DELAWARE	Blueball	AUGUSTINE	0.34	D	1	1	Cecil
MD	7	DELAWARE	AUGUSTINE	MAIN ST	0.60	D	1	1	Cecil
MD	7	DELAWARE	MAIN ST	Howard St	0.07	D	1	1	Cecil
MD	7	DELAWARE	Creswell	PULASKI H	0.71	D	1	1	Cecil
MD	7	PHILAELP	BALTIMORE	BALTIMORE	1.35	D	0	1	Cecil
MD	7	PHILAELP	Mauldin A	Rehill St	0.45	D	0	1	Cecil
MD	7	DELAWARE	PULASKI H	Blueball	0.31	C	1	1	Cecil
MD	7	PHILAELP	PULASKI H	BALTIMORE	1.18	C	1	1	Cecil
MD	7	PHILAELP	BALTIMORE	TURKEY PO	2.40	C	0	1	Cecil
MD	7	PHILAELP	Rehill St	PULASKI H	4.28	C	0	1	Cecil
MD	7	BROAD ST	AIKEN AVE	MD 327	0.39	B	1	1	Cecil
MD	7	BROAD ST	MD 327	PULASKI H	2.70	B	0	1	Cecil
MD	7	DELAWARE	Howard St	Creswell	0.50	A	1	1	Cecil
US	40	PULASKI H	County Line	AIKEN AVE	1.25	F	0	0	Cecil
US	40	PULASKI H	AUGUSTINE	DELAWARE	1.40	F	1	0	Cecil
US	40	PULASKI H	AUGUSTINE	DELANCY R	0.71	D	1	1	Cecil
US	40	PULASKI H	DELANCY R	County Line	0.25	D	0	1	Cecil
MD	213	AUGUSTINE	RISING SU	McCleary	0.39	E	0	0	Cecil
MD	213	AUGUSTINE	Johnstown	J F K MEM	0.26	E	0	0	Cecil
MD	213	AUGUSTINE	Locust Po	ELK FORES	0.83	E	0	1	Cecil
MD	213	AUGUSTINE	ELK FORES	SPEARS HI	1.09	E	0	1	Cecil
MD	213	AUGUSTINE	PULASKI H	Locust Po	2.50	C	0	1	Cecil
MD	213	AUGUSTINE	SPEARS HI	LOCK ST	0.23	C	0	1	Cecil
MD	213	AUGUSTINE	MD 537C	RANDALIA	0.63	C	0	1	Cecil
MD	213	AUGUSTINE	RANDALIA	TOWN POIN	2.34	C	0	1	Cecil
MD	213	AUGUSTINE	LOCK ST	MD 537D	1.00	A	0	1	Cecil

MD	213	AUGUSTINE	TOWN PON	GLEBE RD	2.54	A	0	1	Cecil
MD	222	AIKEN AVE	PULASKI H	BROAD ST	0.69	F	1	0	Cecil
MD	222	AIKEN AVE	J F K MEM	PULASKI H	1.68	E	1	0	Cecil
MD	222	AIKEN AVE	CONOWINGO	LIBERTY G	4.67	C	0	1	Cecil
MD	268	NORTH ST	NEWARK AV	DELAWARE	0.94	C	1	1	Cecil
MD	272	TURKEY PO	ELK RIVER	County Line	5.36	D	0	1	Cecil
MD	272	TURKEY PO	QUEEN ST	J F K MEM	0.58	C	0	1	Cecil
MD	272	TURKEY PO	Lums Road	PULASKI H	1.12	C	0	1	Cecil
MD	272	TURKEY PO	PULASKI H	PHILAELP	0.65	C	1	1	Cecil
MD	272	TURKEY PO	PHILAELP	IRISHTOWN	0.62	C	1	1	Cecil
MD	272	TURKEY PO	J F K MEM	Lums Road	0.64	B	0	1	Cecil
MD	272	TURKEY PO	County Line	RISING SU	1.28	A	0	1	Cecil
MD	272	TURKEY PO	RISING SU	QUEEN ST	4.79	A	0	1	Cecil
MD	272	TURKEY PO	IRISHTOWN	ELK RIVER	5.57	A	0	1	Cecil
MD	273	RISING SU	Browntown	QUEEN ST	0.31	D	1	1	Cecil
MD	273	RISING SU	CENTER ST	Browntown	0.57	C	0	1	Cecil
MD	273	RISING SU	APPLETON	County Line	1.38	B	0	1	Cecil
MD	273	RISING SU	QUEEN ST	TURKEY PO	4.60	A	0	1	Cecil
MD	273	RISING SU	TURKEY PO	BLUE BALL	2.55	A	0	1	Cecil
MD	273	RISING SU	BLUE BALL	AUGUSTINE	3.44	A	0	1	Cecil
MD	273	RISING SU	AUGUSTINE	APPLETON	2.96	A	0	1	Cecil
MD	277	ELK MILLS	NEWARK AV	APPLETON	1.34	A	0	1	Cecil
MD	279	NEWARK AV	APPLETON	J F K MEM	2.00	A	0	1	Cecil
MD	279	NEWARK AV	J F K MEM	ELK MILLS	1.15	A	1	1	Cecil
MD	284	HEMPHILL	LOCK ST	LOCK ST	0.26	C	0	1	Cecil
MD	310	CAYOTS CO	ST AUGUST	County Line	1.83	B	0	1	Cecil
MD	310	CAYOTS CO	AUGUSTINE	ST AUGUST	2.13	B	0	1	Cecil
MD	316	APPLETON	ELK MILLS	J F K MEM	0.99	E	0	0	Cecil
MD	342	ST AUGUST	MD 537D	CAYOTS CO	2.73	B	0	1	Cecil
MD	545	ELKTON BL	BLUE BALL	LEEDS RD	1.93	E	0	0	Cecil
MD	545	ELKTON BL	NEWARK AV	AUGUSTINE	0.72	D	1	1	Cecil
MD	781	DELANCY R	MAIN ST	PULASKI H	1.00	D	1	1	Cecil
MD	20	ROCK HALL	FLATLAND	HIGH ST	0.19	F	0	0	Kent
MD	20	ROCK HALL	BROAD NEC	FLATLAND	1.90	E	0	0	Kent
MD	213	MAPLE AVE	COLLEGE D	After Washin	0.14	E	0	0	Kent
MD	213	MAPLE AVE	After Washin	Philosoph	0.19	E	1	0	Kent
MD	213	MAPLE AVE	Philosoph	MORGNEC R	0.92	E	1	0	Kent
MD	856	OLD LYNCH	FAIRLEE R	FAIRLEE R	0.06	F	0	0	Kent
MD	8	ROMANCOKE	BLUE STAR	BATTS NEC	2.75	A	1	1	Queen Anne's
MD	18	MAIN ST	BLUE STAR	SEWARD MA	2.75	D	1	1	Queen Anne's
MD	18	MAIN ST	SEWARD MA	MD 18F	0.88	D	1	1	Queen Anne's
MD	18	MAIN ST	CHESTER R	NESBIT RD	1.86	D	1	1	Queen Anne's
MD	18	MAIN ST	NESBIT RD	BLUE STAR	1.43	D	1	1	Queen Anne's
MD	18	LOVE PON	Dead End	LOVE PON	2.96	D	1	1	Queen Anne's
MD	18	MAIN ST	BLUE STAR	DEL RHODE	0.82	D	1	1	Queen Anne's
MD	18	MAIN ST	DEL RHODE	WRIGHTS N	3.57	C	1	1	Queen Anne's
MD	18	MAIN ST	WRIGHTS N	COLLEGE D	2.71	C	1	1	Queen Anne's
MD	18	LOVE PON	LOVE PON	CASTLE M	1.40	B	1	1	Queen Anne's

MD	18	LOVE POIN	LOVE POIN	LOVE POIN	0.96	A	1	1	Queen Anne's
MD	18	MAIN ST	CASTLE MA	BLUE STAR	0.40	A	1	1	Queen Anne's
US	50	BLUE STAR	BLUE STAR	DEL RHODE	1.78	F	0	0	Queen Anne's
US	50	BLUE STAR	OLD WYE M	COLLEGE D	0.90	F	0	0	Queen Anne's
US	50	BLUE STAR	COLLEGE D	QUEEN ANN	1.48	F	0	0	Queen Anne's
US	50	BLUE STAR	DEL RHODE	CARMICHAE	1.24	E	0	0	Queen Anne's
US	50	BLUE STAR	BATTS NEC	OLD WYE M	1.55	E	0	0	Queen Anne's
MD	213	COLLEGE D	BLUE STAR	OLD WYE M	0.84	E	0	0	Queen Anne's
MD	213	COLLEGE D	County Line	MCGINNIS	1.64	C	0	1	Queen Anne's
MD	213	COLLEGE D	MCGINNIS	MAIN ST	4.16	C	0	1	Queen Anne's
MD	213	COLLEGE D	MAIN ST	FLAT IRON	1.69	C	0	1	Queen Anne's
MD	213	COLLEGE D	FLAT IRON	PURPLE MA	4.53	C	0	1	Queen Anne's
MD	213	COLLEGE D	HOPE RD	CORSICA	0.50	C	1	1	Queen Anne's
MD	213	COLLEGE D	MAIN ST	SUDLERSVI	0.48	B	0	1	Queen Anne's
MD	213	COLLEGE D	SUDLERSVI	MAIN ST	0.90	A	0	1	Queen Anne's
MD	213	COLLEGE D	PURPLE M	HOPE RD	1.44	A	0	1	Queen Anne's
MD	213	COLLEGE D	CORSICA	MAIN ST	0.78	A	1	1	Queen Anne's
MD	835	LOVE POIN	LOVE POIN	LOVE POIN	0.78	A	1	1	Queen Anne's
MD	33	St. Micha	EASTON BY	1090 (GI	0.55	E	1	0	Talbot
US	50	OCEAN GAT	EASTON BY	MATTHEWST	1.56	F	1	0	Talbot
US	50	OCEAN GAT	MATTHEWST	DOVER RD	0.37	F	1	0	Talbot
US	50	OCEAN GAT	QUEEN ANN	OLD WYE M	2.29	E	0	0	Talbot
US	50	OCEAN GAT	OLD WYE M	OLD SKIPT	0.48	E	0	0	Talbot
US	50	OCEAN GAT	OLD SKIPT	OLD SKIPT	1.86	E	0	0	Talbot
US	50	OCEAN GAT	OLD SKIPT	RABBIT HI	1.44	E	0	0	Talbot
US	50	OCEAN GAT	RABBIT HI	AIRPORT R	2.66	E	0	0	Talbot
US	50	OCEAN GAT	AIRPORT R	EASTON BY	0.86	E	0	0	Talbot
US	50	OCEAN GAT	DUTCHMANS	S WASHING	1.52	E	1	0	Talbot
US	50	OCEAN GAT	BARBER RD	County Line	5.57	E	0	0	Talbot
MD	322	EASTON BY	Glebe Road	Bay Street	1.65	A	1	1	Talbot
MD	322	EASTON BY	Bay Street	PORT ST	0.55	A	1	1	Talbot
MD	322	EASTON BY	PORT ST	MORRIS ST	0.81	A	1	1	Talbot
MD	331	DOVER RD	AURORA ST	Grahms La	0.09	F	1	0	Talbot
MD	331	DOVER RD	Grahms La	OCEAN GAT	0.45	F	1	0	Talbot
MD	370	UNIONVILL	TILGHMAN	UNIONVILL	1.54	E	0	0	Talbot
MD	404	QUEEN ANN	OLD WYE M	OCEAN GAT	1.02	E	0	0	Talbot

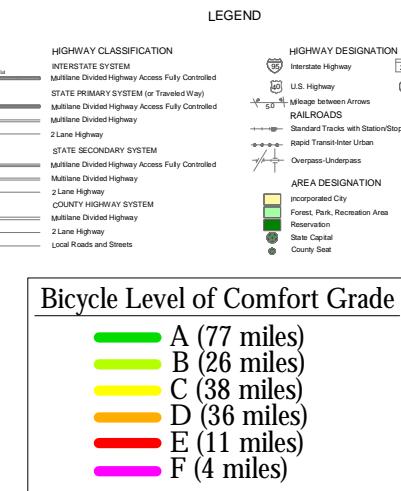
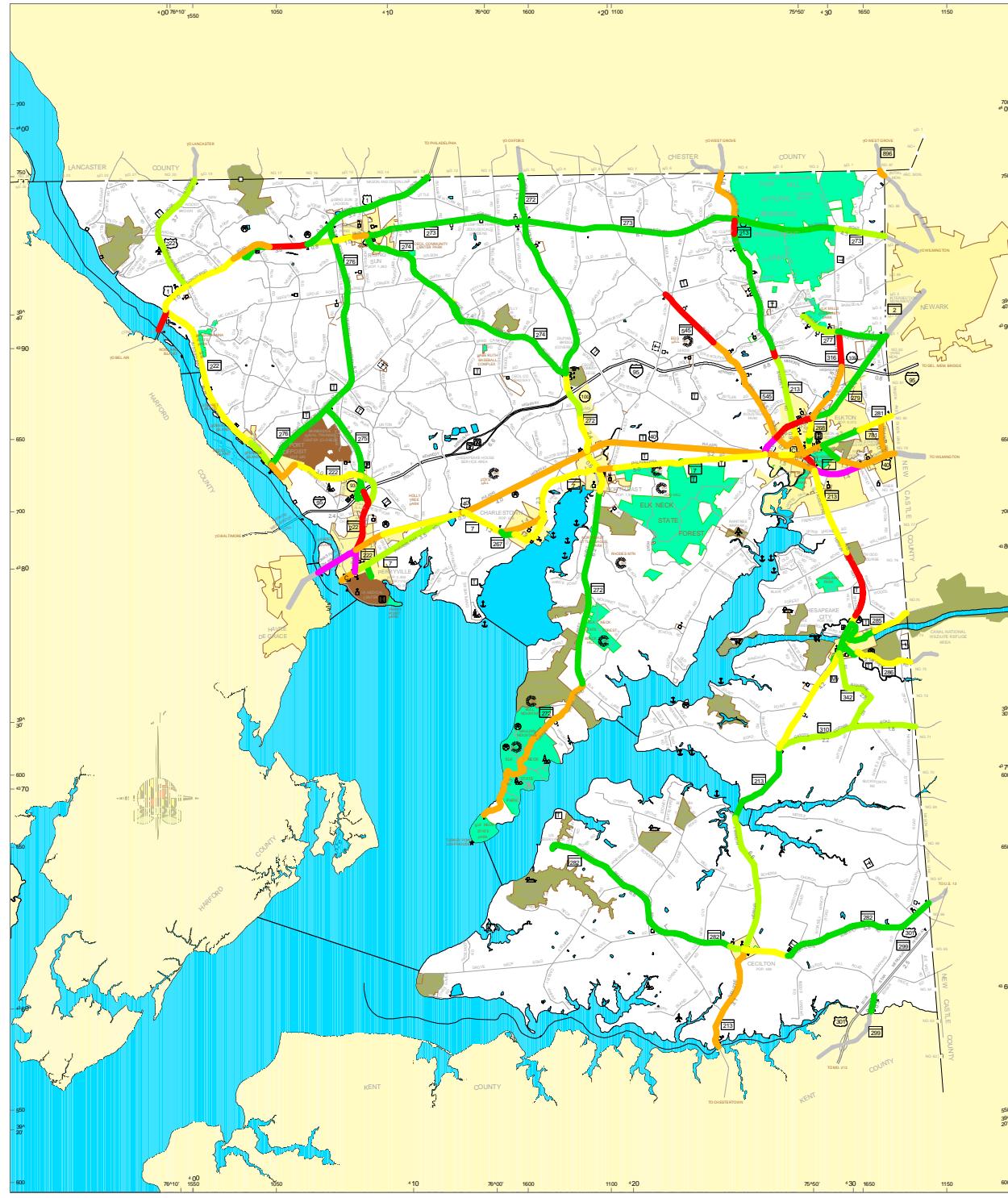
Pedestrian Facility Needs Identified by Local Jurisdictions

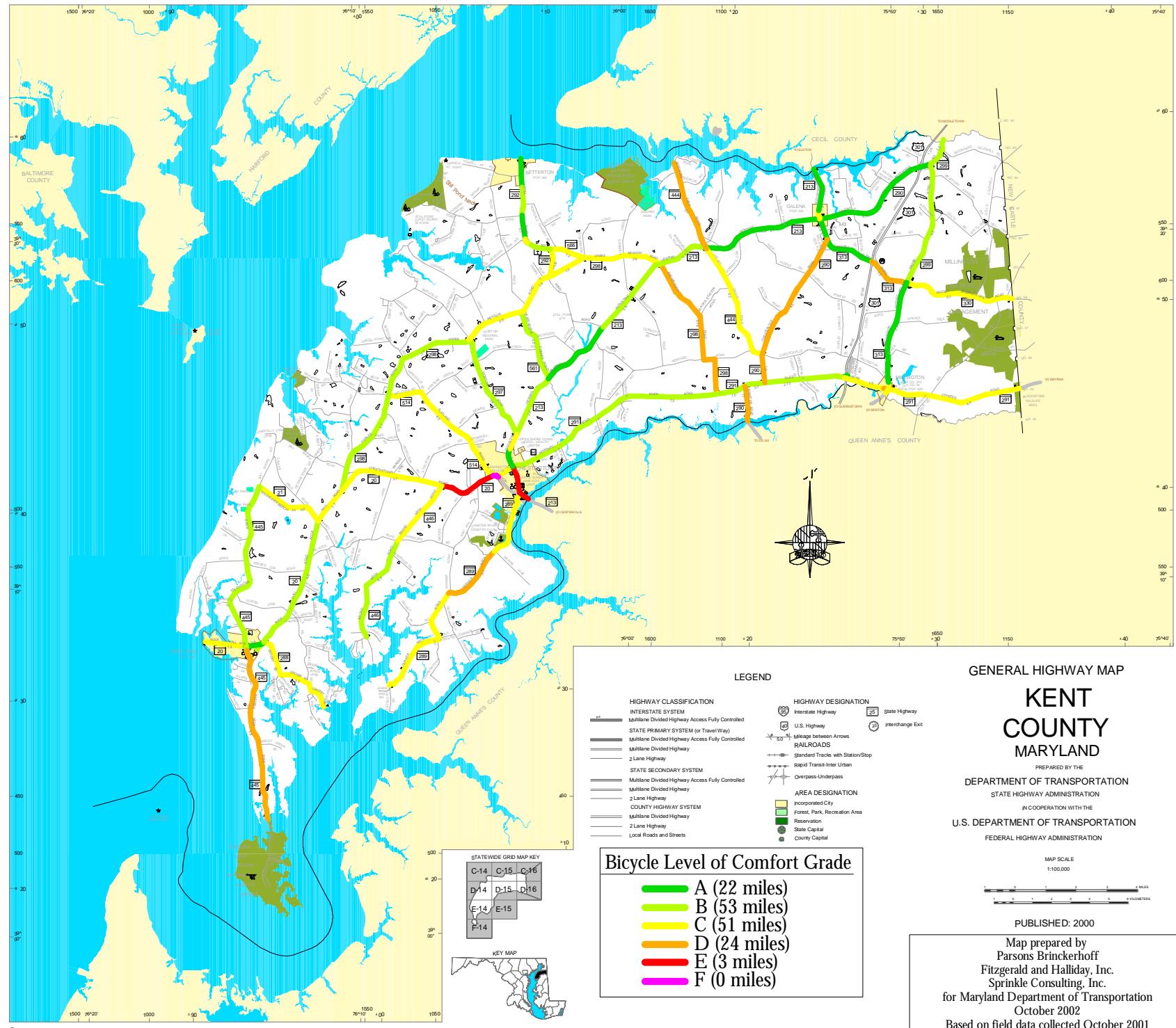
DISTRICT 2

In District 2, 23.8% of the roadways that lie within Priority Funding Areas (PFA's) have sidewalks.³ Local jurisdictions have identified a number of additional locations where accessible sidewalks and/or crossing improvements are needed, as shown in the list below. MDOT will consider additions and deletions from this list as needs and priorities are identified at both the state and local levels.

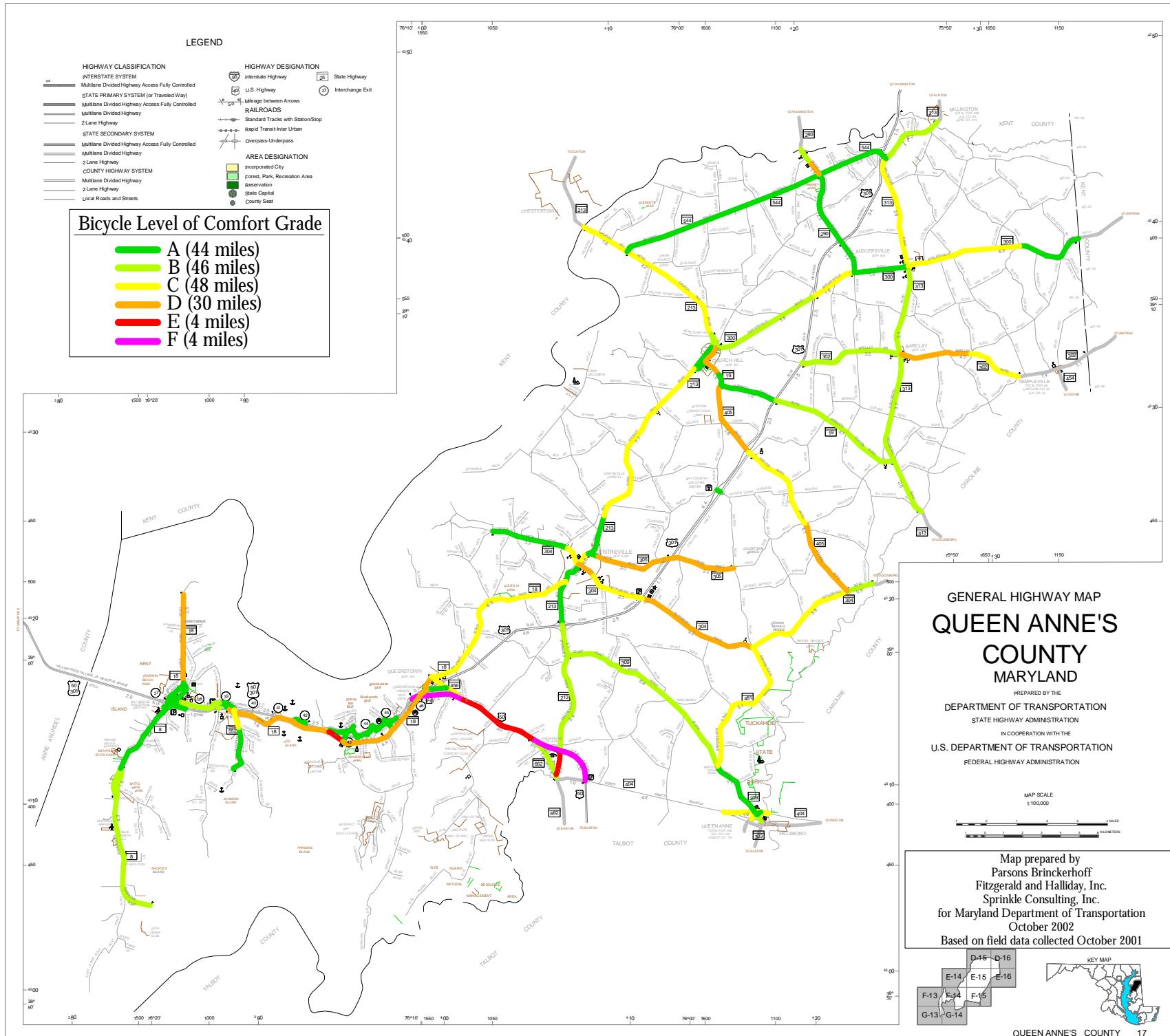
- Cecil County – Sidewalks on MD 277
- Cecil County – Crosswalks intersection of MD 279 and MD 277
- Cecil County – Intersection improvements MD 279 and Belle Hill Rd.
- Cecil County – Sidewalks on MD 213 in the Town of Elkton
- Cecil County – Sidewalks on MD 279 in the Town of Elkton
- Cecil County – Sidewalks on MD 7 from US 40 to MD 7 in the Town of Elkton
- Cecil County – Repair sidewalks on MD 268 in the Town of Elkton
- Cecil County – Sidewalk improvements on MD 7 from Delaware Ave. to US 40 in the Town of Elkton
- Cecil County – Sidewalks on MD 281 in the Town of Elkton
- Cecil County – Sidewalks on MD 781 in the Town of Elkton
- Cecil County – Blue Ball Road (MD 545) from MD 213 to Dogwood Rd. in the Town of Elkton
- Queen Anne's County – Improvements to Business Parkway (MD 8) between Blue Star Rd. and Lots Rd.
- Queen Anne's County – Improvements to MD 835 between Church La. and Old Love Point
- Queen Anne's County – Crosswalk improvements to Main St. (MD 18) between Dominion and Kent Town Market Shopping Center
- Queen Anne's County – Improvements to Main St. (MD 18) between Parks Way and Chester River Beach
- Talbot County – Install sidewalks throughout the Town of Easton

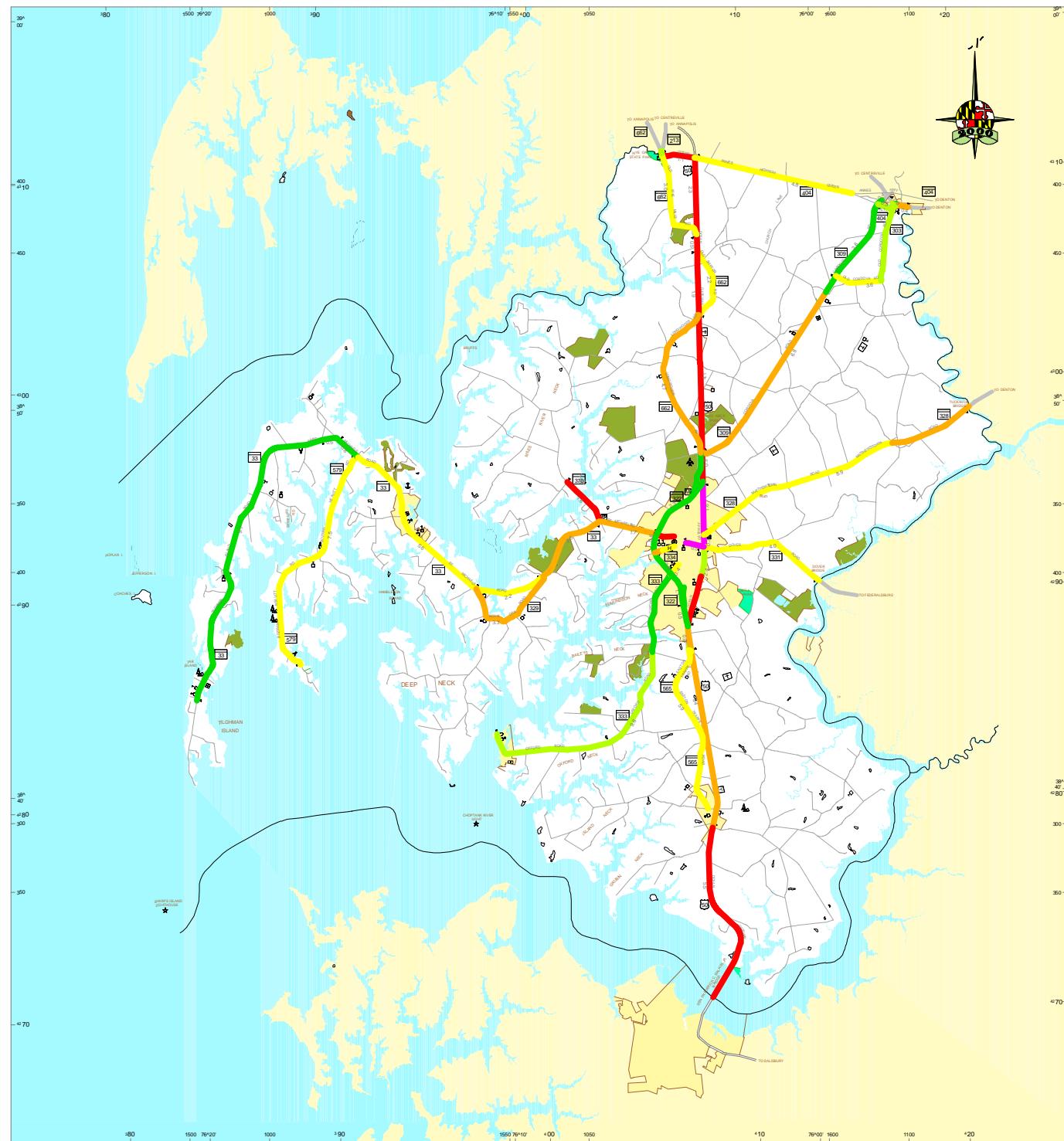
³ Denotes percent of directional mileage with sidewalk coverage.





Map prepared by
Parsons Brinckerhoff
Fitzgerald and Halliday, Inc.
Sprinkle Consulting, Inc.
for Maryland Department of Transportation
October 2002
Based on field data collected October 2001





DISTRICT 3: **NEEDED LOCATIONS FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS**

The locations listed on the following pages are state-owned roadways in this District that are in need of bicycle and pedestrian improvements.* These locations have been identified through input from local jurisdictions, as well as an analysis of existing bicycling and walking conditions (see Section 2 of this report for a description of the process used to establish Tier 1 and Tier 2 needs).

MDOT will continue to work with local officials to update and prioritize areas of greatest need. Projects will be selected from these lists during programming for implementation based on assessments of engineering feasibility, environmental impacts, costs, and local support. The availability of funds to address bicycle and pedestrian needs will depend upon the total funds contained in the State's capital program.

Needed improvements will vary depending on the specific conditions in each corridor, and therefore will be determined during project development. Based on funding available, types of improvements may include features as designated bike lanes, wide curb lanes, paved or widened shoulders, parallel shared-use paths, sidewalk/streetscape improvements, accessibility improvements, and/or crossing improvements at intersections.

*This listing does not include bridge structures

Bicycle Facility Needs

Tier 1 Locations - Summary

90.41 Miles

Miles	County
35.64	Montgomery County
54.77	Prince George's County

Tier 2 Locations - Summary

378.71 Miles

Miles	County
201.19	Montgomery County
177.52	Prince George's County

Maryland State Highway Bicycle Improvement Needs									
Tier 1 Locations: DISTRICT 3									
Type	RT #	Road Name	From	To	Length (Miles)	BLOC	Priority Funding Area	Local Plan	County
MD	28	Norbeck Rd	Viers Mill	E GUDE DR	0.92	F	1	1	Montgomery
MD	97	GEORGIA Av	LAYHILL R	UNIVERSIT	1.30	F	1	1	Montgomery
MD	97	GEORGIA Av	CONNECTIC	LAYHILL Rd	2.19	F	1	1	Montgomery
MD	117	Clopper Rd	Twelve Oa	Firstfiel	0.29	F	1	1	Montgomery
MD	117	Clopper Rd	Firstfiel	WISCONSIN	1.57	F	1	1	Montgomery
MD	117	Clopper Rd	GERMANTOW	Metz Dr.	0.76	F	1	1	Montgomery
MD	124	QUINCE OR	AIRPARK Rd	Snouffer	0.80	F	1	1	Montgomery
MD	185	CONNECTIC	GEORGIA Av	VEIRS MILL	2.36	F	1	1	Montgomery
MD	187	OLD GEORG	WISCONSIN	CAPITAL B	2.67	F	1	1	Montgomery
MD	187	OLD GEORG	CAPITAL B	BEECH AVE	0.47	F	1	1	Montgomery
MD	187	OLD GEORG	BEECH AVE	WISCONSIN	2.18	F	1	1	Montgomery
MD	189	FALLS RD	Wooten Pa	TUCKERMAN	1.68	F	1	1	Montgomery
MD	189	FALLS RD	EISENHOWE	Wooten Pa	0.47	E	1	1	Montgomery
MD	190	RIVER RD	GOLDSBORO	Ogden Roa	0.40	F	1	1	Montgomery
MD	193	UNIVERSIT	PINEY BRA	County Line	0.56	E	1	1	Montgomery
MD	193	UNIVERSIT	COLESVILL	CAPITAL B	0.59	E	1	1	Montgomery
MD	193	UNIVERSIT	ARCOLA AV	COLESVILL	1.32	E	1	1	Montgomery
MD	193	UNIVERSIT	GEORGIA A	ARCOLA AV	1.51	E	1	1	Montgomery
MD	193	UNIVERSIT	VEIRS MIL	GEORGIA A	0.25	E	1	1	Montgomery
MD	193	UNIVERSIT	DALEWOOD	VEIRS MIL	1.20	E	1	1	Montgomery
MD	193	UNIVERSIT	CAPITAL B	PINEY BRA	1.22	E	1	1	Montgomery
MD	320	PINEY BRA	University	Flower Av	0.46	F	1	1	Montgomery
MD	320	PINEY BRA	PINEY BRA	University	0.64	E	1	1	Montgomery
MD	355	ROCKVILLE	WOOTEN PA	STRATHMOR	3.38	F	1	1	Montgomery
MD	355	FREDERICK	REDLAND R	WOOTEN PA	3.17	F	1	1	Montgomery
MD	355	WISCONSIN	JONES BRI	State Line	2.57	F	1	1	Montgomery
MD	355	FREDERICK	Camping Rd	Clarksbur	0.49	E	1	1	Montgomery
MD	911	FIRST ST	DICKERSON	WISCONSIN	0.22	E	1	1	Montgomery
US	1	RHODE ISL	EAST WEST	BLADENSBU	0.72	F	1	1	Prince George's
US	1	RHODE ISL	MUIRKIRK	AMMENDALE	1.01	E	1	1	Prince George's
US	1	RHODE ISL	AMMENDALE	RIGGS RD	1.27	E	1	1	Prince George's
US	1	RHODE ISL	BLADENSBU	38TH AVE	1.36	E	1	1	Prince George's
US	1	RHODE ISL	CHERRY LA	CONTEE RD	1.23	E	1	1	Prince George's
US	1	RHODE ISL	PAINT BRA	QUEENS CH	1.08	E	1	1	Prince George's
US	1	RHODE ISL	UNIVERSIT	PAINT BRA	0.96	E	1	1	Prince George's
US	1	RHODE ISL	CAPITAL B	UNIVERSIT	1.15	E	1	1	Prince George's
US	1	RHODE ISL	QUEENS CH	EAST WEST	0.62	E	1	1	Prince George's
US	1	BLADENSBU	RHODE ISL	County Line	2.10	E	1	1	Prince George's
MD	193	UNIVERSIT	KEVERTON	E. CAPITO	0.81	F	1	1	Prince George's
MD	193	UNIVERSIT	GREENBELT	CHERRYWOO	0.64	E	1	1	Prince George's
MD	193	UNIVERSIT	RIGGS RD	CAMPUS DR	1.18	E	1	1	Prince George's
MD	193	UNIVERSIT	CAPITAL B	CIPRIANO	1.89	E	1	1	Prince George's

MD	201	KENILWORT	JOHN HANS	County Line	0.45	F	1	1	Prince George's
MD	201	KENILWORT	EAST WEST	EMERSON S	0.91	E	1	1	Prince George's
MD	201	KENILWORT	GOOD LUCK	EAST WEST	0.88	E	1	1	Prince George's
MD	201	KENILWORT	ANNAPOLIS	MD 201A	0.20	E	1	1	Prince George's
MD	202	LARGO RD	CAPITAL B	LOTTSFORD	0.77	F	1	1	Prince George's
MD	202	LARGO RD	BALTIMORE	JOHN HANS	1.09	F	1	1	Prince George's
MD	202	LARGO RD	JOHN HANS	MARTIN LU	1.35	F	1	1	Prince George's
MD	202	LARGO RD	BRIGHTSEA	CAPITAL B	0.46	F	1	1	Prince George's
MD	202	LARGO RD	MARTIN LU	BRIGHTSEA	0.96	E	1	1	Prince George's
MD	202	LARGO RD	ANNAPOLIS	BALTIMORE	0.54	E	1	1	Prince George's
MD	212	RIGGS RD	SARGENT R	CHILLUM R	0.76	E	1	1	Prince George's
MD	212	RIGGS RD	CAPITAL B	CAPITAL B	3.17	E	1	1	Prince George's
MD	212	RIGGS RD	CHILLUM R	County Line	0.16	E	1	1	Prince George's
MD	212	RIGGS RD	EAST WEST	SARGENT R	0.30	E	1	1	Prince George's
MD	212	RIGGS RD	UNIVERSIT	EAST WEST	0.85	E	1	1	Prince George's
MD	214	E CAPITOL	SHADY GLE	RITCHIE R	0.81	F	1	1	Prince George's
MD	214	E CAPITOL	CAPITAL B	LARGO RD	0.93	F	1	1	Prince George's
MD	214	E CAPITOL	RITCHIE R	CAPITAL B	0.84	F	1	1	Prince George's
MD	214	E CAPITOL	CENTRAL A	SHADY GLE	1.19	F	1	1	Prince George's
MD	214	E CAPITOL	County Line	CENTRAL A	0.78	E	1	1	Prince George's
MD	214	E CAPITOL	LARGO RD	CAMPUS WA	0.54	E	1	1	Prince George's
MD	223	FLORAL PA	DANGERFIE	ROSARYVIL	1.54	E	1	1	Prince George's
MD	223	FLORAL PA	DOWER HOU	S OSBORNE	1.40	E	1	1	Prince George's
MD	223	FLORAL PA	ROSARYVIL	DOWER HOU	0.66	E	1	1	Prince George's
MD	223	FLORAL PA	BRANCH AV	DANGERFIE	1.14	E	1	1	Prince George's
MD	332	CENTRAL A	E CAPITOL	County Line	1.04	E	1	1	Prince George's
MD	410	EAST WEST	Fariview	RIGGS RD	0.52	F	1	1	Prince George's
MD	414	OXON HILL	CAPITAL B	TEMPLE HI	1.56	F	1	1	Prince George's
MD	414	OXON HILL	TEMPLE HI	BRANCH AV	0.85	F	1	1	Prince George's
MD	414	OXON HILL	SILVER HI	BRANCH AV	0.49	E	1	1	Prince George's
MD	414	OXON HILL	BRANCH AV	SILVER HI	0.58	E	1	1	Prince George's
MD	450	ANNAPOLIS	EDMONSTON	LARGO RD	0.46	E	1	1	Prince George's
MD	458	SILVER HI	SUITLAND	PENNSYLVVA	0.87	E	1	1	Prince George's
MD	458	SILVER HI	PENNSYLVVA	WALKER MI	0.81	E	1	1	Prince George's
MD	458	SILVER HI	BRANCH AV	SUITLAND	1.41	E	1	1	Prince George's
MD	458	WALKER MI	DISTRICT	WALKER MI	1.40	E	1	1	Prince George's
MD	564	LANHAM SE	RACETRACK	County Line	0.11	E	1	1	Prince George's
MD	704	MARTIN LU	SHERIFF Rd	LARGO RD	1.52	E	1	1	Prince George's
MD	704	MARTIN LU	LARGO RD	CAPITAL B	1.37	E	1	1	Prince George's
MD	704	MARTIN LU	JOHN HANS	ANNAPOLIS	1.60	E	1	1	Prince George's
MD	704	MARTIN LU	County Line	SHERIFF Rd	1.48	E	1	1	Prince George's

Maryland State Highway Bicycle Improvement Needs									
Tier 2 Locations: DISTRICT 3									
Type	RT #	Road Name	From	To	Length (Miles)	BLOC	Priority Funding Area	Local Plan	County
MD	27	RIDGE RD	Wabinoden	GUE RD	1.05	F	0	0	Montgomery
MD	28	Key West	Great Seneca	I-270	2.54	F	1	0	Montgomery
MD	28	West Mont	I-270	MANNAKEE	0.30	F	1	0	Montgomery
MD	28	Darnestow	WHITES FE	GERMANTOW	2.49	F	0	0	Montgomery
MD	28	Norbeck Rd	MUNCASTER	LAYHILL R	2.76	F	0	0	Montgomery
MD	28	Darnestow	QUINCE OR	Muddy Bra	2.04	F	1	0	Montgomery
MD	28	West Mont	MANNAKEE	Great Fal	0.61	F	1	0	Montgomery
MD	28	Viers Mill	Great Fal	Norbeck R	1.09	F	1	0	Montgomery
MD	28	Norbeck R	E GUDE DR	Bel Pre R	1.70	F	1	0	Montgomery
MD	28	DICKERSON	County line	BEALLSVIL	4.26	E	0	0	Montgomery
MD	28	Darnestow	BEALLSVIL	BUCKLODGE	3.63	E	0	0	Montgomery
MD	28	Darnestow	BUCKLODGE	FISHER AV	1.90	E	0	0	Montgomery
MD	28	Darnestow	GERMANTOW	QUINCE OR	3.28	E	0	0	Montgomery
MD	28	Norbeck R	Bel Pre R	MUNCASTER	1.26	E	1	0	Montgomery
US	29	COLESVILL	US 29		12.29	B	1	1	Montgomery
MD	97	GEORGIA A	OLD BALTI	Emory Lane	0.81	F	0	0	Montgomery
MD	97	GEORGIA A	Emory Lane	DICKERSON	1.13	F	0	0	Montgomery
MD	97	GEORGIA A	DICKERSON	CONNECTIC	1.81	F	1	0	Montgomery
MD	97	GEORGIA A	PLAYERS MI	CAPITAL B	0.18	F	1	0	Montgomery
MD	97	GEORGIA A	VEIRS MIL	PLAYERS MI	1.44	F	1	0	Montgomery
MD	97	GEORGIA A	UNIVERSIT	VEIRS MIL	0.41	F	1	0	Montgomery
MD	97	GEORGIA A	CAPITAL B	16TH ST	0.51	F	1	0	Montgomery
MD	97	GEORGIA A	MAIN ST	OLD BALTI	1.13	F	1	0	Montgomery
MD	97	GEORGIA A	16TH ST	COLESVILL	0.93	F	1	0	Montgomery
MD	97	GEORGIA A	Dead End	NEW HAMPS	1.18	E	0	0	Montgomery
MD	97	GEORGIA A	NEW HAMPS	BROOKEVIL	2.94	E	0	0	Montgomery
MD	107	FISHER AV	BEALLSVIL	DICKERSON	4.82	E	0	0	Montgomery
MD	108	OLNEY SAN	GEORGIA A	Spartan Rd	0.31	F	1	0	Montgomery
MD	108	OLNEY SAN	Spartan Rd	Doctor Bi	1.09	F	0	0	Montgomery
MD	108	OLNEY SAN	Doctor Bi	NEW HAMPS	1.80	F	0	0	Montgomery
MD	108	OLNEY-LAY	BROOKEVIL	ZION ROAD	0.68	F	0	0	Montgomery
MD	108	OLNEY-LAY	ZION ROAD	GEORGIA A	2.47	F	0	0	Montgomery
MD	108	OLNEY-LAY	SUNDOWN R	BROOKEVIL	2.75	F	0	0	Montgomery
MD	108	DAMASCUS	ANNAPOLIS	NEW HAMPS	3.06	F	0	0	Montgomery
MD	108	DAMASCUS	RIDGE ROA	WOODFILED	0.16	F	1	0	Montgomery
MD	108	ASHTON RO	NEW HAMPS	CLARKSVIL	2.42	E	0	0	Montgomery
MD	115	MUNCASTER	REDLAND R	DICKERSON	2.16	E	0	1	Montgomery
MD	115	MUNCASTER	REDLAND R	AVERY RD	2.41	E	0	1	Montgomery
MD	115	MUNCASTER	QUINCE OR	REDLAND R	1.29	D	1	1	Montgomery
MD	117	Clopper R	LONGDRAFT	Twelve Oa	0.53	F	0	1	Montgomery
MD	117	BARNESVIL	BUCKLODGE	Clarksbur	1.15	E	0	0	Montgomery
MD	117	Clopper R	Clarksbur	GERMANTOW	2.30	E	0	0	Montgomery

MD	117	Clopper R	Metz Drive	Allspice	0.59	E	0	1	Montgomery
MD	117	BUCKLODGE	DICKERSON	BARNESVIL	4.06	E	0	0	Montgomery
MD	117	Clopper R	Allspice	LONGDRAFT	1.34	D	0	1	Montgomery
MD	117	MD 117A	BUCKLODGE	WISCONSIN	0.27	A	1	1	Montgomery
MD	118	GERMANTOW	WISCONSIN	BUCKLODGE	3.09	F	1	0	Montgomery
MD	118	GERMANTOW	Richter F	DICKERSON	1.65	E	0	0	Montgomery
MD	118	GERMANTOW	BUCKLODGE	Richter F	2.29	C	0	1	Montgomery
MD	124	QUINCE OR	SWEEPSTAK	BRINK RD	4.10	F	0	1	Montgomery
MD	124	QUINCE OR	Snouffer	GOSHEN RD	2.05	F	1	0	Montgomery
MD	124	QUINCE OR	GOSHEN RD	Frederick	1.28	F	1	0	Montgomery
MD	124	QUINCE OR	Frederick	Mid Count	0.40	F	1	0	Montgomery
MD	124	QUINCE OR	MAIN ST	SWEEPSTAK	1.94	F	0	0	Montgomery
MD	124	QUINCE OR	BUCKLODGE	DICKERSON	2.69	F	1	0	Montgomery
MD	124	QUINCE OR	WARFIELD	AIRPARK R	1.84	B	1	1	Montgomery
MD	124	QUINCE OR	BRINK RD	WARFIELD	1.33	A	0	1	Montgomery
MD	182	LAYHILL R	Longmead	BONIFANT	0.47	F	1	0	Montgomery
MD	182	DOCTOR BI	OLNEY SAN	Norbeck Rd	2.13	F	0	0	Montgomery
MD	182	LAYHILL R	BONIFANT	Briggs Ro	1.50	F	1	0	Montgomery
MD	182	LAYHILL R	Norbeck Rd	Longmead	1.73	E	0	0	Montgomery
MD	182	LAYHILL R	GlenAllan	GEORGIA A	0.19	E	1	0	Montgomery
MD	185	CONNECTIC	VEIRS MILL	STRATHMOR	1.68	F	1	0	Montgomery
MD	185	CONNECTIC	STRATHMOR	CAPITAL B	1.65	F	1	0	Montgomery
MD	185	CONNECTIC	CAPITAL B	MONTGOMER	1.18	F	1	0	Montgomery
MD	185	CHEVY CHA	CONNECTIC	GRAFTON S	0.08	F	0	0	Montgomery
MD	185	CONNECTIC	JONES BRI	CHEVY CHA	1.39	E	1	0	Montgomery
MD	188	WILSON LA	OLD GEORG	Bradley Rd	0.93	E	1	0	Montgomery
MD	188	WILSON LA	Bradley Rd	River Road	1.42	E	1	0	Montgomery
MD	188	WILSON LA	River Road	MACARTHUR	0.90	E	1	0	Montgomery
MD	189	FALLS RD	TUCKERMAN	RIVER RD	2.68	E	0	0	Montgomery
MD	190	RIVER RD	TRAVILAH	PINEY MEE	3.49	F	0	1	Montgomery
MD	190	RIVER RD	Bradley B	CAPITAL B	1.53	E	0	1	Montgomery
MD	190	RIVER RD	PINEY MEE	Chapel Road	1.18	D	0	1	Montgomery
MD	190	RIVER RD	Counselma	NEWBRIDGE	0.80	D	0	1	Montgomery
MD	190	RIVER RD	SENECA RD	TRAVILAH	2.97	D	0	1	Montgomery
MD	190	RIVER RD	CAPITAL B	GOLDSBORO	2.22	C	1	1	Montgomery
MD	190	RIVER RD	NEWBRIDGE	Bradley B	0.99	B	0	1	Montgomery
MD	190	RIVER RD	Chapel Ro	Counselma	0.56	B	0	1	Montgomery
MD	190	MD 190A	RIVER RD	Dead End	0.02	B	1	1	Montgomery
MD	190	RIVER RD	Ogden Road	State Line	1.71	A	0	1	Montgomery
MD	191	PERSIMMON	WISCONSIN	CONNECTIC	0.72	E	1	0	Montgomery
MD	192	PLAYERS MI	CONNECTIC	CAPITOL A	1.22	D	1	1	Montgomery
MD	192	PLAYERS MI	CAPITOL A	GEORGIA A	1.29	D	1	1	Montgomery
MD	198	SPENCERVI	Santini L	NEW HAMPS	2.92	F	0	0	Montgomery
MD	320	PINEY BRA	Flower Av	Dead End	1.62	F	1	0	Montgomery
MD	355	FREDERICK	BRINK RD	Boland Fa	1.65	F	1	0	Montgomery
MD	355	FREDERICK	Boland Fa	MIDDLEBRO	0.74	F	0	0	Montgomery
MD	355	FREDERICK	MIDDLEBRO	ODENDHAL	2.95	F	1	0	Montgomery
MD	355	FREDERICK	ODENDHAL	West Diam	0.63	F	1	0	Montgomery

MD	355	FREDERICK	West Diam	REDLAND R	2.56	F	1	0	Montgomery
MD	355	ROCKVILLE	STRATHMOR	JONES BRI	2.71	F	1	0	Montgomery
MD	355	FREDERICK	Grogham L	Prescott	0.61	E	0	1	Montgomery
MD	355	FREDERICK	Prescott	COMUS RD	1.71	D	0	1	Montgomery
MD	355	FREDERICK	Clarksbur	BRINK RD	2.51	D	1	1	Montgomery
MD	355	FREDERICK	COMUS RD	Camping R	0.48	C	0	1	Montgomery
MD	355	FREDERICK	County Line	Grogham L	0.62	B	0	1	Montgomery
MD	390	16TH ST	MONTGOMER	COLESVILL	0.14	F	0	0	Montgomery
MD	390	16TH ST	GEORGIA A	MONTGOMER	0.96	E	1	0	Montgomery
MD	410	EAST WEST	EDGEVALE	CONNECTIC	0.32	F	1	0	Montgomery
MD	410	EAST WEST	BROOKVILL	Grubb Roa	1.09	F	1	0	Montgomery
MD	410	EAST WEST	Grubb Roa	Rosemary	0.60	F	1	0	Montgomery
MD	410	EAST WEST	Rosemary	16TH ST	0.37	F	0	0	Montgomery
MD	410	EAST WEST	Georgia Av	COLESVILL	0.56	E	1	0	Montgomery
MD	410	Ethan All	Elm Avenu	CARROLL A	0.33	E	0	0	Montgomery
MD	410	EAST WEST	WISCONSIN	EDGEVALE	0.68	E	1	0	Montgomery
MD	410	PHILADEL	COLESVILL	CARROLL A	1.30	E	1	0	Montgomery
MD	410	EAST WEST	CONNECTIC	BROOKVILL	0.42	E	1	0	Montgomery
MD	410	EAST WEST	16TH ST	COLESVILL	0.24	E	1	0	Montgomery
MD	410	Ethan All	NEW HAMPS	Elm Avenu	0.36	C	0	1	Montgomery
MD	547	STRATHMOR	WISCONSIN	CONNECTIC	1.78	E	1	0	Montgomery
MD	586	VEIRS MIL	DICKERSON	TWINBROOK	1.47	F	1	0	Montgomery
MD	586	VEIRS MIL	CONNECTIC	UNIVERSIT	1.32	F	1	0	Montgomery
MD	586	VEIRS MIL	RANDOLPH	CONNECTIC	0.51	F	1	0	Montgomery
MD	586	VEIRS MIL	UNIVERSIT	GEORGIA A	0.44	E	1	0	Montgomery
MD	650	NEW HAMPS	Bryant Nu	Briggs Ch	0.27	F	1	0	Montgomery
MD	650	NEW HAMPS	County Line	UNIVERSIT	1.02	F	0	1	Montgomery
MD	650	NEW HAMPS	CAPITAL B	County Line	0.82	F	0	0	Montgomery
MD	650	NEW HAMPS	Columbia	CAPITAL B	1.91	F	1	0	Montgomery
MD	650	NEW HAMPS	RANDOLPH	Columbia	2.37	F	1	0	Montgomery
MD	650	NEW HAMPS	SUNDOWN R	BRIGHTON	2.97	E	0	0	Montgomery
MD	650	NEW HAMPS	BRIGHTON	Ashton Road	3.32	E	0	0	Montgomery
MD	650	NEW HAMPS	SUNDOWN R	GEORGIA A	0.58	E	0	0	Montgomery
MD	650	NEW HAMPS	Laytonsvi	SUNDOWN R	4.64	E	0	0	Montgomery
MD	899	MD 899A	DICKERSON	Dead End	0.07	F	1	0	Montgomery
US	1	RHODE ISL	County Line	SANDY SPR	0.60	F	0	1	Prince George's
US	1	RHODE ISL	RIGGS RD	CAPITAL B	1.57	E	0	1	Prince George's
US	1	RHODE ISL	CONTEE RD	MUIRKIRK	1.35	D	1	1	Prince George's
US	1	RHODE ISL	SANDY SPR	CHERRY LA	0.63	D	1	1	Prince George's
US	1	RHODE ISL	38TH AVE	County Line	0.47	B	1	1	Prince George's
MD	4	PENNSYLV	CRAIN HWY	County Line	1.41	A	0	1	Prince George's
MD	5	BRANCH AV	SILVER HI	OXON HILL	0.60	F	1	0	Prince George's
MD	5	BRANCH AV	County Line	SILVER HI	1.21	F	1	0	Prince George's
MD	5	BRANCH AV	OXON HILL	CAPITAL B	1.54	E	1	0	Prince George's
MD	5	BRANCH AV	SURRATTS	LIVINGSTO	3.48	E	0	0	Prince George's
MD	5	BRANCH AV	SURRATTS	FLORAL PA	1.30	E	1	0	Prince George's
MD	5	BRANCH AV	LIVINGSTO	CRAIN HWY	0.61	E	1	0	Prince George's
MD	193	UNIVERSIT	NEW HAMPS	RIGGS RD	0.57	E	0	1	Prince George's

MD	193	UNIVERSIT	County Line	NEW HAMPS	0.31	E	0	1	1	Prince George's
MD	193	UNIVERSIT	JOHN HANS	LOTTSFORD	1.74	D	1	1	1	Prince George's
MD	193	UNIVERSIT	LOTTSFORD	E CAPITOL	1.63	D	1	1	1	Prince George's
MD	193	UNIVERSIT	E CAPITOL	LARGO RD	1.34	D	1	1	1	Prince George's
MD	193	UNIVERSIT	GLENN DAL	JOHN HANS	0.34	D	1	1	1	Prince George's
MD	193	UNIVERSIT	ANNAPOLIS	GLENN DAL	0.85	D	1	1	1	Prince George's
MD	193	UNIVERSIT	KENILWORT	CAPITAL B	0.59	D	1	1	1	Prince George's
MD	193	UNIVERSIT	RHODE ISL	GREENBELT	0.48	D	1	1	1	Prince George's
MD	193	SOUTH WAY	SOUTH WAY	UNIVERSIT	0.24	C	1	1	1	Prince George's
MD	193	MD 193D	UNIVERSIT	GREENBELT	0.19	C	1	1	1	Prince George's
MD	193	MD 193E	GREENBELT	MD 193C	0.03	C	1	1	1	Prince George's
MD	193	UNIVERSIT	CIPRIANO	GOOD LUCK	1.09	A	1	1	1	Prince George's
MD	193	UNIVERSIT	CHERRYWOO	KENILWORT	0.62	A	1	1	1	Prince George's
MD	193	UNIVERSIT	PROSPECT	ANNAPOLIS	1.68	A	1	1	1	Prince George's
MD	193	UNIVERSIT	LANHAM SE	PROSPECT	0.63	A	1	1	1	Prince George's
MD	193	UNIVERSIT	METZEROTT	RHODE ISL	0.64	A	1	1	1	Prince George's
MD	193	UNIVERSIT	GOOD LUCK	LANHAM SE	0.98	A	1	1	1	Prince George's
MD	193	UNIVERSIT	CAMPUS DR	METZEROTT	1.33	A	1	1	1	Prince George's
MD	193	MD 193A	UNIVERSIT	SOUTH WAY	0.10	A	1	1	1	Prince George's
MD	193	CAMPUS DR	UNIVERSIT	ADELPHI R	0.12	A	1	1	1	Prince George's
MD	193	MD 193C	UNIVERSIT	GREENBELT	0.24	A	1	1	1	Prince George's
MD	197	COLLINGTO	BALTIMORE	POWDER MI	1.65	E	0	1	1	Prince George's
MD	197	COLLINGTO	JOHN HANS	Mitchellv	1.27	D	1	1	1	Prince George's
MD	197	COLLINGTO	POWDER MI	OLD LAURE	2.17	B	0	1	1	Prince George's
MD	197	COLLINGTO	JERICHO P	WHITEHALL	1.70	A	1	1	1	Prince George's
MD	197	COLLINGTO	SANDY SPR	CONTEE RD	1.54	A	1	1	1	Prince George's
MD	197	COLLINGTO	WHITEHALL	ANNAPOLIS	1.43	A	1	1	1	Prince George's
MD	197	COLLINGTO	CONTEE RD	BALTIMORE	1.28	A	1	1	1	Prince George's
MD	197	COLLINGTO	Mitchellv	CRAIN HWY	0.38	A	1	1	1	Prince George's
MD	197	COLLINGTO	OLD LAURE	THOMPKINS	0.67	A	0	1	1	Prince George's
MD	197	COLLINGTO	THOMPKINS	JERICHO P	1.03	A	0	1	1	Prince George's
MD	197	COLLINGTO	ANNAPOLIS	JOHN HANS	1.45	A	1	1	1	Prince George's
MD	197	JERICHO P	COLLINGTO	JERICHO P	0.07	A	0	1	1	Prince George's
MD	198	SANDY SPR	RHODE ISL	COLLINGTO	0.41	E	1	0	1	Prince George's
MD	198	SANDY SPR	SEVENTH S	RHODE ISL	0.48	A	1	1	1	Prince George's
MD	201	KENILWORT	SUNNYSIDE	CHERRYWOO	1.01	D	0	1	1	Prince George's
MD	201	KENILWORT	COLUMBIA	JOHN HANS	0.36	C	1	1	1	Prince George's
MD	201	KENILWORT	POWDER MI	SUNNYSIDE	0.59	B	0	1	1	Prince George's
MD	201	KENILWORT	UNIVERSIT	GOOD LUCK	1.85	A	1	1	1	Prince George's
MD	201	KENILWORT	EMERSON S	52ND AVE	0.69	A	1	1	1	Prince George's
MD	201	KENILWORT	CAPITAL B	UNIVERSIT	0.58	A	1	1	1	Prince George's
MD	201	KENILWORT	CHERRYWOO	CAPITAL B	0.60	A	1	1	1	Prince George's
MD	201	KENILWORT	52ND AVE	COLUMBIA	0.51	A	1	1	1	Prince George's
MD	201	KENILWORT	MD 201A	52ND AVE	0.55	A	1	1	1	Prince George's
MD	201	MD 201A	KENILWORT	52ND AVE	0.08	A	1	1	1	Prince George's
MD	202	BRIGHTSEA	LARGO RD	BRIGHTSEA	0.27	E	1	0	1	Prince George's
MD	202	LARGO RD	LOTTSFORD	E CAPITOL	1.12	A	1	1	1	Prince George's
MD	202	LARGO RD	CAMPUS WA	WHITE HOU	1.62	A	1	1	1	Prince George's

MD	202	LARGO RD	E CAPITOL	CAMPUS WA	0.62	A	1	1	Prince George's
MD	202	LARGO RD	WHITE HOU	UNIVERSIT	1.00	A	1	1	Prince George's
MD	208	38TH AVE	BLADENSBU	QUEENS CH	1.86	D	1	1	Prince George's
MD	210	INDIAN HE	FARMINGTO	LIVINGSTO	1.44	D	1	1	Prince George's
MD	210	INDIAN HE	SWAN CREE	FARMINGTO	2.89	D	0	1	Prince George's
MD	210	INDIAN HE	OLD FORT	FORT WASH	0.92	D	0	1	Prince George's
MD	210	INDIAN HE	LIVINGSTO	OLD FORT	1.67	D	1	1	Prince George's
MD	210	INDIAN HE	CAPITAL B	LIVINGSTO	1.65	D	1	1	Prince George's
MD	210	OLD PALME	Old Highw		0.66	D	0	1	Prince George's
MD	210	INDIAN HE	OLD FORT	SWAN CREE	1.19	C	0	1	Prince George's
MD	210	SERVICE R	Old Highw		0.54	A	1	1	Prince George's
MD	210	SERVICE R	Old Highw		1.54	A	0	1	Prince George's
MD	212	RIGGS RD	KENILWORT	RHODE ISL	0.53	E	0	1	Prince George's
MD	212	RIGGS RD	CAPITAL B	METZEROTT	1.27	D	1	1	Prince George's
MD	212	RIGGS RD	RHODE ISL	CAPITAL B	1.87	B	1	1	Prince George's
MD	212	RIGGS RD	METZEROTT	UNIVERSIT	1.50	B	1	1	Prince George's
MD	214	E CAPITOL	OLD MD 21	County Line	2.16	E	0	1	Prince George's
MD	214	E CAPITOL	HALL RD	OLD MD 21	0.91	C	1	1	Prince George's
MD	214	E CAPITOL	UNIVERSIT	CHURCH RD	1.86	C	0	1	Prince George's
MD	214	E CAPITOL	CAMPUS WA	UNIVERSIT	1.63	C	1	1	Prince George's
MD	214	E CAPITOL	CRAIN HWY	OLD MD 21	0.40	C	0	1	Prince George's
MD	214	E CAPITOL	CHURCH RD	HALL RD	0.85	C	1	1	Prince George's
MD	214	E CAPITOL	OLD MD 21	CRAIN HWY	0.44	A	0	1	Prince George's
MD	216	SEVENTH S	7TH St. W	Main St.	0.25	D	0	1	Prince George's
MD	216	SEVENTH S	SANDY SPR	7TH St. W	0.35	C	1	1	Prince George's
MD	218	SUITLAND	SILVER HI	Dead End	1.63	D	1	1	Prince George's
MD	223	FLORAL PA	S OSBORNE	PENNSYLV	0.26	E	0	1	Prince George's
MD	223	FLORAL PA	STEED RD	GWYNDALE	1.51	D	0	1	Prince George's
MD	223	FLORAL PA	BRANDYWIN	BRANCH AV	0.74	D	1	1	Prince George's
MD	223	FLORAL PA	LIVINGSTO	STEED RD	4.81	D	0	1	Prince George's
MD	223	FLORAL PA	GWYNDALE	BRANDYWIN	0.45	A	1	1	Prince George's
US	301	CRAIN HWY	COLLINGTO	Mitchellv	1.86	F	1	0	Prince George's
US	301	CRAIN HWY	Mitchellv	E CAPITOL	1.18	F	1	0	Prince George's
US	301	CRAIN HWY	BRANCH AV	County Line	2.44	F	0	0	Prince George's
US	301	CRAIN HWY	E CAPITOL	OLD MD 21	0.21	F	0	0	Prince George's
US	301	CRAIN HWY	OLD MD 21	LEELAND R	2.60	E	0	1	Prince George's
US	301	CRAIN HWY	OLD MARLB	PENNSYLV	0.69	E	0	0	Prince George's
US	301	CRAIN HWY	LEELAND R	OLD MARLB	2.46	B	0	1	Prince George's
MD	320	PINEY BRA	NEW HAMPS	County Line	0.16	F	0	0	Prince George's
MD	337	ALLENTOWN	BRANCH AV	AUTHORITY	0.78	E	1	0	Prince George's
MD	373	LIVINGSTO	BEALLE HI	BERRY RD	1.16	E	0	1	Prince George's
MD	373	LIVINGSTO	INDIAN HE	LIVINGSTO	0.83	D	1	1	Prince George's
MD	373	LIVINGSTO	LIVINGSTO	BEALLE HI	0.25	D	0	1	Prince George's
MD	373	LIVINGSTO	BERRY RD	BRANDYWIN	5.90	D	0	1	Prince George's
MD	381	BRANDYWIN	NORTH KEY	CEDARVILL	3.15	E	0	1	Prince George's
MD	381	BRANDYWIN	CROOM RD	EAGLE HAR	3.42	D	0	1	Prince George's
MD	381	BRANDYWIN	CEDARVILL	HORSEHEAD	1.49	D	0	1	Prince George's
MD	381	BRANDYWIN	HORSEHEAD	CROOM RD	2.51	D	0	1	Prince George's

MD	381	BRANDYWIN	CRAIN HWY	NORTH KEY	2.17	D	0	1	Prince George's
MD	381	BRANDYWIN	EAGLE HAR	County Line	1.72	A	0	1	Prince George's
MD	382	CROOM RD	CANDYHILL	NAYLOR BA	0.60	D	0	1	Prince George's
MD	382	CROOM RD	MOLLY BER	CANDY HIL	1.59	D	0	1	Prince George's
MD	382	CROOM RD	NAYLOR BA	BRANDYWIN	6.99	D	0	1	Prince George's
MD	382	CROOM RD	CRAIN HWY	MOLLY BER	5.39	D	0	1	Prince George's
MD	382	CROOM RD	BRANDYWIN	County Line	0.64	C	0	1	Prince George's
MD	410	EAST WEST	QUEENS CH	RHODE ISL	0.52	E	1	0	Prince George's
MD	410	EAST WEST	RHODE ISL	KENILWORT	1.08	E	1	0	Prince George's
MD	410	EAST WEST	BELCREST	QUEENS CH	0.31	E	1	0	Prince George's
MD	410	EAST WEST	NEW HAMPS	Fairview	0.35	A	1	1	Prince George's
MD	410	EAST WEST	RIVERDALE	ANNAPOLIS	1.11	A	1	1	Prince George's
MD	414	OXON HILL	INDIAN HE	CAPITAL B	1.60	E	1	0	Prince George's
MD	450	ANNAPOLIS	BLADENSBU	KENILWORT	0.27	F	1	0	Prince George's
MD	450	ANNAPOLIS	CAPITAL B	LANHAM SE	0.40	E	1	0	Prince George's
MD	450	ANNAPOLIS	EAST WEST	CAPITAL B	0.44	E	1	0	Prince George's
MD	450	ANNAPOLIS	EAST WEST	RIVERDALE	0.77	E	1	0	Prince George's
MD	450	ANNAPOLIS	72ND AVE	EAST WEST	0.51	E	1	0	Prince George's
MD	450	ANNAPOLIS	COOPERS L	72ND AVE	0.73	E	1	0	Prince George's
MD	450	ANNAPOLIS	BALTIMORE	COOPERS L	0.65	E	1	0	Prince George's
MD	450	ANNAPOLIS	LARGO RD	BALTIMORE	0.65	E	1	0	Prince George's
MD	450	ANNAPOLIS	MARTIN LU	GLENN DAL	0.31	C	1	1	Prince George's
MD	450	ANNAPOLIS	GLENN DAL	UNIVERSIT	0.91	C	1	1	Prince George's
MD	450	ANNAPOLIS	UNIVERSIT	HIGHBRIDG	1.67	C	1	1	Prince George's
MD	450	ANNAPOLIS	HIGHBRIDG	COLLINGTO	1.03	B	1	1	Prince George's
MD	500	QUEENS CH	38TH AVE	EAST WEST	1.03	E	1	0	Prince George's
MD	500	QUEENS CH	County Line	38TH AVE	1.14	E	1	0	Prince George's
MD	501	CHILLUM R	RIGGS RD	QUEENS CH	1.66	D	1	1	Prince George's
MD	564	LANHAM SE	ANNAPOLIS	CARTER AV	0.83	E	1	0	Prince George's
MD	564	LANHAM SE	OLD LAURE	RACETRACK	0.76	D	1	1	Prince George's
MD	564	LANHAM SE	SPRINGFIE	OLD LAURE	1.45	B	1	1	Prince George's
MD	564	LANHAM SE	UNIVERSIT	SPRINGFIE	1.05	A	1	1	Prince George's
MD	564	CHESTNUT	LANHAM SE	COLLINGTO	1.74	A	0	1	Prince George's
MD	564	CHESTNUT	11TH ST	Dead End	0.03	A	1	1	Prince George's
MD	637	NAYLOR RD	BRANCH AV	County Line	0.60	E	1	0	Prince George's
MD	650	NEW HAMPS	UNIVERSIT	EAST WEST	2.16	D	0	1	Prince George's
MD	704	MARTIN LU	CAPITAL B	JOHN HANS	0.78	A	1	1	Prince George's
MD	725	OLD MARLB	CRAIN HWY	OLD MARLB	1.87	C	1	1	Prince George's
MD	769	52ND AVE	KENILWORT	Dead End	0.33	E	1	0	Prince George's
MD	810	LIVINGSTO	SERVICE R	BEECH LA	0.20	E	0	0	Prince George's
MD	810	LIVINGSTO	INDIAN HE	BIDDLE RD	0.12	E	1	0	Prince George's
MD	953	GLENN DAL	ANNAPOLIS	Lotsford	0.61	A	1	1	Prince George's
MD	953	GLENN DAL	Lotsford	UNIVERSIT	0.70	A	1	1	Prince George's
MD	978	HALL RD	E CAPITOL	E CAPITOL	0.77	B	1	1	Prince George's
MD	978	OLD MD 21	E CAPITOL	E CAPITOL	0.92	A	0	1	Prince George's

Pedestrian Facility Needs Identified by Local Jurisdictions

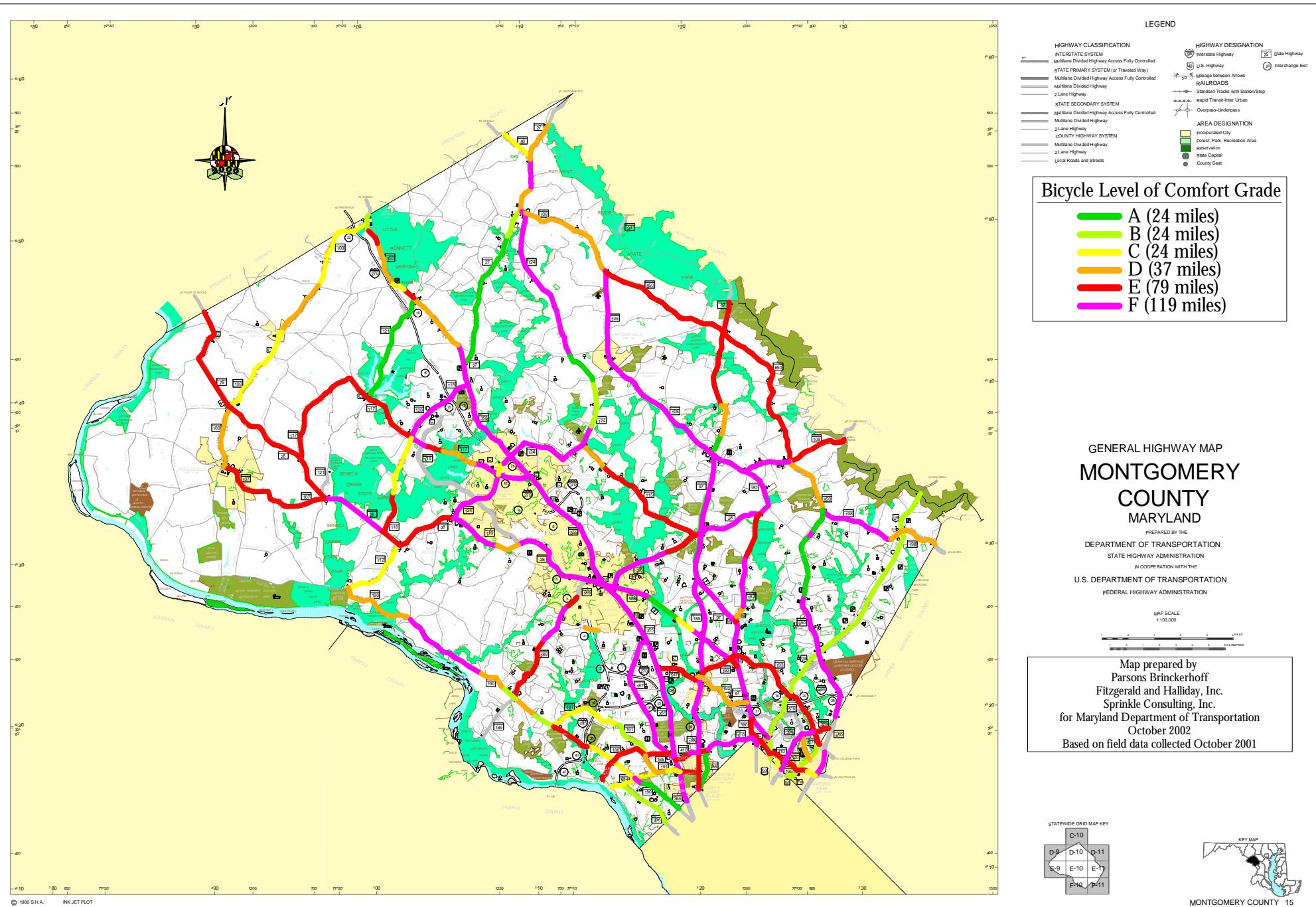
DISTRICT 3

In District 3, 46.1% of the roadways that lie within Priority Funding Areas (PFA's) have sidewalks.⁴ Local jurisdictions have identified a number of additional locations where accessible sidewalks and/or crossing improvements are needed, as shown in the list below. MDOT will consider additions and deletions from this list as needs and priorities are identified at both the state and local levels.

- Montgomery County – MD 97 Georgia Ave. at Bonifant St., Thayer St., and Spring St. intersection improvements
- Montgomery County – MD 384 Colesville Rd/Second Ave. intersection improvements
- Montgomery County – MD 410 from MD 384 to east Blair Shopping Center, intersection improvements
- Montgomery County – US 29 and MD 97, intersection improvements
- Montgomery County – MD 97 and Fenwick Lane, new traffic signal
- Montgomery County – MD 410 and Summit Hill Apts., new traffic signal
- Montgomery County – MD 384 and Wayne Ave., improved lighting
- Montgomery County – MD 410 and Colesville Rd., lighting and pedestrian improvements
- Montgomery County – MD 97 and Fenwick Lane and Fidler Ln., intersection improvements
- Montgomery County – MD 97 and Reedie Ave, intersection improvements
- Montgomery County – MD 586 and MD 193, intersection improvements
- Montgomery County – MD 182 and MD 97, intersection improvements
- Montgomery County – MD 182 and Glenhallan Ave., intersection improvements
- Montgomery County – MD 185 and Mason Rd., intersection improvements
- Montgomery County – MD 410 and Rosemary Hills Dr., intersection improvements
- Montgomery County – MD 410 and MD 186, new sidewalk construction
- Montgomery County – MD 410 and Rosemary Hills Dr., new sidewalk construction
- Montgomery County – MD 390 and Spring St., new sidewalk construction
- Montgomery County – MD 191 and Arlington Rd, intersection improvements
- Montgomery County – MD 188 and Arlington Rd, intersection improvements
- Montgomery County – MD 355 and Cedar Lane, intersection improvements
- Montgomery County – MD 355 from Navy Medical Center to Medical Center Metro, spot improvements
- Montgomery County – MD 185 and MD 547, intersection improvements
- Montgomery County – MD 193 from MD 320 to 14th Ave. Sidewalk construction
- Montgomery County – MD 117 and MD 124, sidewalk construction near shopping center
- Montgomery County – MD 190 and Westbard Ave, sidewalk construction
- Montgomery County – MD 185 and MD 193, sidewalk construction
- Montgomery County – MD 185 and Montrose Dr., sidewalk construction
- Montgomery County – MD 185 from Beach Dr. and Saul Rd., sidewalk construction
- Montgomery County – MD 911, sidewalk widening.

⁴ Denotes percent of directional mileage with sidewalk coverage.

- Montgomery County – MD 189 and Wooton Parkway, intersection improvements
- Montgomery County – MD 28 and MD 586, intersection improvements
- Montgomery County – MD 355 and Middle Lane, intersection improvements
- Montgomery County – MD 28 and Broadwood, sidewalk construction and street improvements
- Montgomery County – MD 28, City of Rockville construct sidewalk where segments are missing.
- Montgomery County – MD 586, City of Rockville construct sidewalk where segments are missing.
- Montgomery County – MD 189, City of Rockville construct sidewalk where segments are missing.
- Prince George's County – MD 193 University Blvd./Greenbelt Rd., improve pedestrian safety
- Prince George's County – MD 193 from MD 214 to MD 450, improve pedestrian safety.



LEGEND

HIGHWAY CLASSIFICATION		HIGHWAY DESIGNATION	
Interstate System	Interstate Highway	State Highway	Interchange Exit
Multi-lane Divided Highway Access Fully Controlled	U.S. Highway		
State Primary System (or Travel Way)	State Highway		
Multi-lane Divided Highway Access Fully Controlled	Interstate Highway		
Multi-lane Divided Highway	U.S. Highway		
2 Lane Highway	State Highway		
State Secondary System	Interstate Highway		
Multi-lane Divided Highway Access Fully Controlled	U.S. Highway		
Multi-lane Divided Highway	State Highway		
2 Lane Highway	Interstate Highway		
County Highway	U.S. Highway		
Multi-lane Divided Highway System	State Highway		
2 Lane Highway	Interstate Highway		
Local Roads and Streets	State Highway		

Interstate Highway	State Highway
U.S. Highway	Interchange Exit
Mileage between Arrows	
RAILROADS	
Standard Tracks with Station/Stop	
Rapid Transit-Inter Urban	
Overpass-Underpass	
INCORPORATED CITY	
Forest, Park, Recreation Area	
Reservation	
State Capital	
County Seat	

Bicycle Level of Comfort Grade

- A (83 miles)
- B (16 miles)
- C (18 miles)
- D (89 miles)
- E (77 miles)
- F (22 miles)

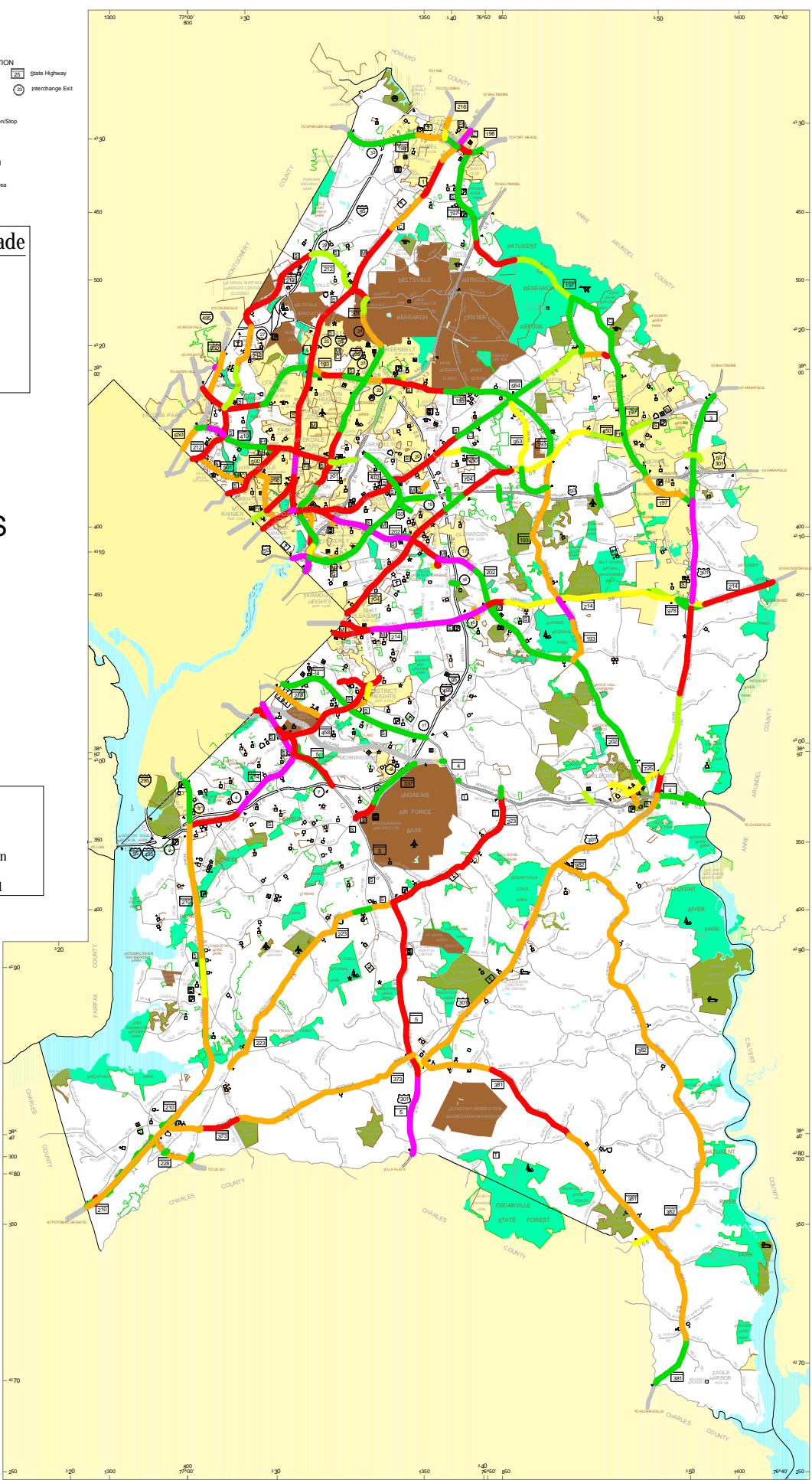
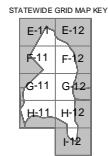
GENERAL HIGHWAY MAP
PRINCE GEORGE'S
COUNTY
MARYLAND

PREPARED BY THE
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MAP SCALE
1:100,000
0 1 2 3 4 5 6 7 8 9 MILES
0 1 2 3 4 5 6 7 8 9 KILOMETERS

PUBLISHED: 2000

Map prepared by
Parsons Brinckerhoff
Fitzgerald and Halliday, Inc.
Sprinkle Consulting, Inc.
for Maryland Department of Transportation
October 2002
Based on field data collected October 2001



DISTRICT 4: **NEEDED LOCATIONS FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS**

The locations listed on the following pages are state-owned roadways in this District that are in need of bicycle and pedestrian improvements.* These locations have been identified through input from local jurisdictions, as well as an analysis of existing bicycling and walking conditions (see Section 2 of this report for a description of the process used to establish Tier 1 and Tier 2 needs).

MDOT will continue to work with local officials to update and prioritize areas of greatest need. Projects will be selected from these lists during programming for implementation based on assessments of engineering feasibility, environmental impacts, costs, and local support. The availability of funds to address bicycle and pedestrian needs will depend upon the total funds contained in the State's capital program.

Needed improvements will vary depending on the specific conditions in each corridor, and therefore will be determined during project development. Based on funding available, types of improvements may include features as designated bike lanes, wide curb lanes, paved or widened shoulders, parallel shared-use paths, sidewalk/streetscape improvements, accessibility improvements, and/or crossing improvements at intersections.

*This listing does not include bridge structures

Bicycle Facility Needs

Tier 1 Locations - Summary

79.77 Miles

Miles	County
64.12	Baltimore County
15.65	Harford County

Tier 2 Locations - Summary

423.54 Miles

Miles	County
205.42	Baltimore County
218.12	Harford County

Maryland State Highway Bicycle Improvement Needs									
Tier 1 Locations: DISTRICT 4									
Type	RT #	Road Name	From	To	Length (Miles)	BLOC	Priority Funding Area	Local Plan	County
US	1	WASHINGTON	BALTO BEL	City Limit	0.81	F	1	1	Baltimore
US	1	WASHINGTON	WASHINGTON	IS 95	1.18	F	1	1	Baltimore
US	1	WASHINGTON	County Line	WASHINGTON	0.87	F	1	1	Baltimore
US	1	WASHINGTON	JOPPA RD	Forge Rd	1.74	F	1	1	Baltimore
US	1	WASHINGTON	JOPPA RD	WHITE MAR	1.78	F	1	1	Baltimore
US	1	WASHINGTON	IS 95	BALTO BEL	0.86	E	1	1	Baltimore
US	1	WASHINGTON	City Limit	BALTO BEL	1.00	E	1	1	Baltimore
MD	25	FALLS RD	GREENSPRI	FALLS RD	0.14	F	1	1	Baltimore
MD	26	LIBERTY R	BRENBROOK	BALTO BEL	2.37	F	1	1	Baltimore
MD	26	LIBERTY R	BALTO BEL	NORTHERN	2.00	F	1	1	Baltimore
MD	26	LIBERTY R	DEER PARK	BRENBROOK	2.59	F	1	1	Baltimore
US	40	BALTO NAT	BALTO BEL	MARTIN BL	1.34	F	1	1	Baltimore
US	40	BALTO NAT	County Line	BALTO BEL	2.40	E	1	1	Baltimore
MD	43	WHITE MAR	IS 95	WASHINGTON	3.04	F	1	1	Baltimore
MD	45	YORK RD	SEMINARY	Ridgely Rd	0.71	F	1	1	Baltimore
MD	45	YORK RD	Ridgely Rd	PADONIA R	1.89	F	1	1	Baltimore
MD	45	YORK RD	BALTO BEL	DULANEY V	1.01	F	1	1	Baltimore
MD	45	YORK RD	Towsontown	City Limit	1.81	F	1	1	Baltimore
MD	45	YORK RD	BALTO BEL	SEMINARY	0.53	F	1	1	Baltimore
MD	45	YORK RD	PADONIA Rd	SHAWAN RD	2.62	F	1	1	Baltimore
MD	45	YORK RD	Phoenix Rd	Ridgebroo	0.71	F	1	1	Baltimore
MD	122	SECURITY	IS 70	BALTO BEL	2.22	E	1	1	Baltimore
MD	129	PARK HEIG	BALTO BEL	HOOKS LAN	1.42	F	1	1	Baltimore
MD	133	OLD COURT	GREENSPRI	PARK HEIG	1.96	E	1	1	Baltimore
MD	140	REISTERST	City Limit	BALTO BEL	1.99	F	1	1	Baltimore
MD	140	REISTERST	CHARTLEY	OWINGS MI	3.52	F	1	1	Baltimore
MD	140	REISTERST	BALTO BEL	GREENSPRI	1.77	F	1	1	Baltimore
MD	140	REISTERST	GREENSPRI	OWINGS MI	1.58	F	1	1	Baltimore
MD	140	REISTERST	HANOVER P	CHARTLEY	1.08	E	1	1	Baltimore
MD	144	FREDERICK	County Line	ROLLING R	2.85	E	1	1	Baltimore
MD	150	EASTERN B	CARROLL I	BOWLEYS Q	0.47	F	1	1	Baltimore
MD	150	EASTERN B	GRACES QU	BOWLEYS Q	2.11	E	1	1	Baltimore
MD	150	EASTERN B	Riverside	Marlyn Av	0.85	E	1	1	Baltimore
MD	150	EASTERN B	SPARROWS	BALTO BEL	0.72	E	1	1	Baltimore
MD	150	EASTERN B	City Limit	SPARROWS	0.83	E	1	1	Baltimore
MD	166	ROLLING R	WILKENS A	METROPOLI	1.07	E	1	1	Baltimore
MD	166	METROPOLI	FREDERICK	WILKENS Av	1.74	E	1	1	Baltimore
MD	372	WILKENS A	BALTO BEL	METROPOLI	1.46	E	1	1	Baltimore
MD	542	LOCH RAVE	Taylor Av	Putty Hill	0.79	F	1	1	Baltimore
MD	542	LOCH RAVE	City Limit	Taylor Av	0.96	E	1	1	Baltimore
MD	648	OLD ANNAP	City Limit	County Line	1.51	E	1	1	Baltimore
MD	702	SOUTHEAST	EASTERN B	Middlebor	1.35	E	1	1	Baltimore

MD	795	MD 795	REISTERST	HANOVER P	0.47	E	1	1	Baltimore
US	1	BELAIR RD	BELAIR RD	TOLLGATE	1.73	F	1	1	Harford
US	1	BELAIR RD	MAGNOLIA	HARFORD R	1.32	F	1	1	Harford
US	1	BELAIR RD	EMMORTON	Broadway	0.34	E	1	1	Harford
US	1	BELAIR RD	EMMORTON	EMMORTON	1.50	E	1	1	Harford
US	1	BELAIR RD	TOLLGATE	EMMORTON	0.23	E	1	1	Harford
US	1	BELAIR RD	EMMORTON	EMMORTON	0.66	E	1	1	Harford
MD	7	PHILAELP	ABINGDON	CALVARY R	1.11	E	1	1	Harford
MD	7	POST RD	PULASKI H	S UNION Av	1.57	E	1	1	Harford
MD	7	PHILAELP	EMMORTON	ABINGDON	1.63	E	1	1	Harford
MD	22	FULFORD A	EMMORTON	Brier Hill	1.32	F	1	1	Harford
MD	24	EMMORTON	RED PUMP	BELAIR RD	0.25	F	1	1	Harford
MD	132	W BELAIR	ACCESS RD	BEARDS HI	0.72	E	1	1	Harford
MD	155	LEVEL RD	POST RD	PULASKI H	0.40	F	1	1	Harford
MD	159	PERRYMAN	CANNING H	Dead End	1.93	E	1	1	Harford
MD	543	RIVERSIDE	BELAIR RD	Thomas Ru	0.72	F	1	1	Harford
MD	755	EDGEWOOD	PULASKI H	EMMORTON	0.22	E	1	1	Harford

Maryland State Highway Bicycle Improvement Needs									
Tier 2 Locations: DISTRICT 4									
Type	RT #	Road Name	From	To	Length (Miles)	BLOC	Priority Funding Area	Local Plan	County
US	1	WASHINGTON	BALTO BEL	City Limit	1.27	F	0	1	Baltimore
US	1	WASHINGTON	MT VISTA	BRADSHAW	1.17	F	0	1	Baltimore
US	1	WASHINGTON	BRADSHAW	County Line	1.97	F	0	1	Baltimore
US	1	WASHINGTON	BALTO BEL	WASHINGTON	1.70	D	1	1	Baltimore
US	1	WASHINGTON	Forge Rd	MT VISTA	1.97	C	0	1	Baltimore
US	1	WASHINGTON	WHITE MAR	BALTO BEL	0.92	B	1	1	Baltimore
MD	7	PHILAELP	ROSSVILLE	KING AVE	1.66	D	1	1	Baltimore
MD	7	PHILAELP	ALLENDER	County Line	2.14	D	0	1	Baltimore
MD	7	PHILAELP	WHITE MAR	ALLENDER	2.68	D	1	1	Baltimore
MD	7	PHILAELP	KING AVE	WHITE MAR	2.06	D	1	1	Baltimore
MD	7	INDUSTRIA	PHILAELP	Dead End	0.14	A	1	1	Baltimore
MD	25	FALLS RD	SEMINARY	GREENSPRI	0.42	F	0	1	Baltimore
MD	25	FALLS RD	BROADWAY	SEMINARY	1.74	E	0	1	Baltimore
MD	25	FALLS RD	MT CARMEL	BLACKROCK	4.23	E	0	1	Baltimore
MD	25	FALLS RD	BLACKROCK	BUTLER RD	1.21	E	0	1	Baltimore
MD	25	FALLS RD	BUTLER RD	TUFTON AV	3.00	E	0	1	Baltimore
MD	25	FALLS RD	FALLS RD	BALTO BEL	0.85	E	0	1	Baltimore
MD	25	FALLS RD	TUFTON AV	BROADWAY	3.85	D	0	1	Baltimore
MD	25	FALLS RD	BALTO BEL	OLD COURT	0.48	D	1	1	Baltimore
MD	25	FALLS RD	BECKLEYSV	MT CARMEL	3.56	D	0	1	Baltimore
MD	25	FALLS RD	JONES FAL	City Limit	2.09	C	1	1	Baltimore
MD	25	FALLS RD	OLD COURT	JONES FAL	0.20	B	1	1	Baltimore
MD	26	LIBERTY R	LIBERTY R	DEER PARK	3.47	D	0	1	Baltimore
MD	30	HANOVER P	County Line	EMORY RD	2.18	D	0	1	Baltimore
MD	30	HANOVER P	EMORY RD	BUTLER RD	4.79	C	0	1	Baltimore
MD	30	HANOVER P	BUTLER RD	REISTERST	0.42	C	1	1	Baltimore
US	40	BALTO NAT	WHITE MAR	County Line	4.54	A	0	1	Baltimore
US	40	BALTO NAT	MARTIN BL	WHITE MAR	2.85	A	1	1	Baltimore
US	40	BALTO NAT	City Limit	BALTO BEL	2.75	A	1	1	Baltimore
US	40	BALTO NAT	BALTO BEL	City Limit	1.54	A	1	1	Baltimore
SR	40	HILLTOP R	WILKENS A	Dead End	0.31	A	1	1	Baltimore
MD	41	PERRING P	Taylor Av	BALTO BEL	1.21	A	1	1	Baltimore
MD	43	WHITE MAR	BALTO NAT	PHILAELP	0.71	B	1	1	Baltimore
MD	43	WHITE MAR	PHILAELP	IS 95	0.56	A	1	1	Baltimore
MD	43	WHITE MAR	WASHINGTON	BALTO BEL	1.15	A	1	1	Baltimore
MD	45	YORK RD	AHSLAND R	Phoenix R	1.57	F	0	1	Baltimore
MD	45	YORK RD	Ridgebroo	BELFAST R	1.51	F	0	1	Baltimore
MD	45	YORK RD	PENNSYLVNA	Towsontown	0.22	F	1	0	Baltimore
MD	45	YORK RD	DULANEY V	Pennsylva	0.10	F	1	0	Baltimore
MD	45	YORK RD	MONKTON R	MT CARMEL	0.10	E	0	0	Baltimore
MD	45	YORK RD	BELFAST R	MONKTON R	3.38	E	0	1	Baltimore
MD	45	YORK RD	OLD YORK	State Line	1.20	E	0	0	Baltimore

MD	45	COCKEYSVI	YORK RD	0.1 mile	0.06	E	1	0	Baltimore
MD	45	YORK RD	American	7th Distr	1.36	C	0	1	Baltimore
MD	45	YORK RD	MIDDLETOW	Stablersv	1.51	C	0	1	Baltimore
MD	45	YORK RD	JONES FAL	American	1.18	B	0	1	Baltimore
MD	45	YORK RD	MT CARMEL	MIDDLETOW	2.72	A	0	1	Baltimore
MD	45	YORK RD	Stablersv	JONES FAL	0.65	A	0	1	Baltimore
MD	88	BLACKROCK	FALLS RD	Mount Zio	3.45	F	0	1	Baltimore
MD	88	BLACKROCK	Mount Zio	County Line	3.53	F	0	1	Baltimore
MD	91	EMORY RD	HANOVER P	County Line	1.44	A	0	1	Baltimore
MD	122	SECURITY	City Limit	IS 70	0.19	E	0	0	Baltimore
MD	122	SECURITY	BALTO BEL	ROLLING R	0.55	D	1	1	Baltimore
MD	128	BUTLER RD	LONGNECKE	DOVER RD	3.07	D	0	1	Baltimore
MD	128	BUTLER RD	FALLS RD	DOVER RD	2.39	D	0	1	Baltimore
MD	128	BUTLER RD	HANOVER P	LONGNECKE	2.12	B	0	1	Baltimore
MD	129	PARK HEIG	GREENSPRI	BALTO BEL	1.56	E	0	1	Baltimore
MD	129	PARK HEIG	CAVES RD	GREENSPRI	2.00	B	0	1	Baltimore
MD	129	PARK HEIG	GARRISON	CAVES SPR	2.68	B	0	1	Baltimore
MD	129	PARK HEIG	CAVES SPR	CAVES RD	0.27	B	0	1	Baltimore
MD	129	RADIO TOW	PARK HEIG	STEVENSON	0.47	A	1	1	Baltimore
MD	130	GREENSPRI	REISTERST	PARK HEIG	1.71	E	0	1	Baltimore
MD	130	GREENSPRI	STEVENSON	PARK HEIG	0.91	E	0	1	Baltimore
MD	130	GREENSPRI	GREENSPRI	STEVENSON	1.73	E	0	1	Baltimore
MD	130	GREENSPRI	FALLS RD	GREENSPRI	1.21	E	0	1	Baltimore
MD	131	SEMINARY	FALLS RD	THORNTON	1.22	D	0	1	Baltimore
MD	131	SEMINARY	JONES FAL	YORK RD	1.22	C	1	1	Baltimore
MD	131	SEMINARY	THORNTON	JONES FAL	0.60	C	1	1	Baltimore
MD	133	OLD COURT	FALLS RD	GREENSPRI	1.33	D	1	1	Baltimore
MD	134	BELLONA A	LA BELLE	ROLANDVUE	0.52	D	1	1	Baltimore
MD	134	BELLONA A	ROLANDVUE	BRIGHTSID	0.60	D	1	1	Baltimore
MD	134	BELLONA A	BRIGHTSID	CHARLES S	0.52	D	1	1	Baltimore
MD	137	MT CARMEL	JONES FAL	PRETTYBOY	3.82	E	0	1	Baltimore
MD	137	MT CARMEL	YORK RD	JONES FAL	0.58	E	0	1	Baltimore
MD	137	MT CARMEL	PRETTYBOY	FALLS RD	2.25	E	0	1	Baltimore
MD	137	MT CARMEL	GUNPOWDER	FALLS RD	1.82	D	0	1	Baltimore
MD	138	MONKTON R	MONKTON R	OLD YORK	2.82	D	0	1	Baltimore
MD	138	MONKTON R	YORK RD	MONKTON R	3.25	D	0	1	Baltimore
MD	138	MONKTON R	OLD YORK	HUNTERS M	2.22	C	0	1	Baltimore
MD	139	CHARLES S	BELLONA A	City Limit	0.72	D	1	1	Baltimore
MD	139	CHARLES S	MALVERN A	BOYCE AVE	0.72	B	1	1	Baltimore
MD	139	CHARLES S	BOYCE AVE	BALTO BEL	1.09	A	1	1	Baltimore
MD	139	CHARLES S	BELLONA A	MALVERN A	0.96	A	1	1	Baltimore
MD	140	REISTERST	County Line	IS 795	2.07	F	0	1	Baltimore
MD	140	REISTERST	NORTHWEST	OWINGS MI	0.44	C	1	1	Baltimore
MD	144	FREDERICK	BALTO BEL	City Limit	0.78	C	1	1	Baltimore
MD	144	FREDERICK	ROLLING R	BALTO BEL	1.18	C	1	1	Baltimore
MD	145	ASHLAND R	YORK RD	DULANEY V	5.56	F	0	1	Baltimore
MD	145	ASHLAND R	DULANEY V	BALDWIN M	4.71	F	0	1	Baltimore
MD	146	DULANEY V	YORK RD	BALTO BEL	0.78	F	1	1	Baltimore

MD	146	JARRETTSV	ASHLAND R	County Line	2.40	F	0	1	Baltimore
MD	146	JARRETTSV	ASHLAND R	DULANEY V	4.31	F	0	1	Baltimore
MD	146	JARRETTSV	DULANEY V	TIMONIUM	1.61	E	0	1	Baltimore
MD	146	(MD 146)	Pot Sprin	BALTO BEL	0.91	D	1	1	Baltimore
MD	146	DULANEY V	TIMONIUM	Pot Sprin	1.61	D	1	1	Baltimore
MD	147	HARFORD R	LONG GREE	MT VISTA	2.59	F	0	1	Baltimore
MD	147	HARFORD R	MT VISTA	County Line	2.40	F	0	1	Baltimore
MD	147	HARFORD R	Knoll Acr	LONG GREE	2.37	E	0	1	Baltimore
MD	147	HARFORD R	City Limit	Putty Hill	0.94	E	1	0	Baltimore
MD	147	HARFORD R	Joppa Roa	Knoll Acr	1.49	D	1	1	Baltimore
MD	150	EASTERN B	Marlyn Av	SEBlvd	0.66	D	1	1	Baltimore
MD	150	EASTERN B	SOUTHEAST	OLD EASTE	0.80	C	1	1	Baltimore
MD	150	EASTERN B	BALTO BEL	Riverside	1.45	B	1	1	Baltimore
MD	150	EASTERN B	LYNBROOK	CARROLL I	0.59	B	1	1	Baltimore
MD	150	EASTERN B	WILSON PO	LYNBROOK	0.91	A	1	1	Baltimore
MD	150	EASTERN B	MARTIN BL	WILSON PO	0.55	A	1	1	Baltimore
MD	150	EASTERN B	OLD EASTE	MARTIN BL	0.59	A	0	1	Baltimore
MD	151	SPARROWS	BALTO BEL	NORTH POI	2.30	A	1	1	Baltimore
MD	151	SPARROWS	County Line	EASTERN B	0.70	A	1	1	Baltimore
MD	151	SPARROWS	WHARF RD	BALTO BEL	1.41	A	1	1	Baltimore
MD	151	MD 151A	SPARROWS	SPARROWS	0.06	A	1	1	Baltimore
MD	151	SPARROWS	NORTH POI	BALTO BEL	1.69	A	1	1	Baltimore
MD	151	SPARROWS	BALTO BEL	EASTERN B	0.96	A	1	1	Baltimore
MD	151	SPARROWS	TIN MILL	WHARF RD	0.44	A	1	1	Baltimore
MD	151	WHARF RD	BALTO BEL	Dead End	0.72	A	1	1	Baltimore
MD	157	PENINSULA	TRAPPE RD	MERRITT A	0.81	F	1	0	Baltimore
MD	165	BALDWIN M	PLEASANTV	County Line	1.39	E	0	0	Baltimore
MD	372	WILKENS A	BALTO BEL	City Limit	1.00	D	1	1	Baltimore
MD	439	OLD YORK	County Line	GRAYSTONE	1.82	E	0	1	Baltimore
MD	439	OLD YORK	GRAYSTONE	JONES FAL	3.96	E	0	1	Baltimore
MD	542	LOCH RAVE	BALTO BEL	CROMWELL	0.11	E	1	0	Baltimore
MD	542	LOCH RAVE	Putty Hill	Joppa Road	0.42	C	1	1	Baltimore
MD	587	WILSON PO	EASTERN B	DARK HEAD	0.43	A	1	1	Baltimore
MD	588	KENWOOD A	IS 95	Lyndale A	0.76	B	1	1	Baltimore
MD	588	GOLDEN RI	PHILAELP	IS 95	1.19	B	1	1	Baltimore
MD	695	BALTO BEL	BALTO NAT	SOUTHEAST	0.37	E	1	0	Baltimore
MD	700	MARTIN BL	BALTO NAT	EASTERN B	1.94	A	1	1	Baltimore
MD	702	SOUTHEAST	Middlebor	Back Rive	1.17	B	1	1	Baltimore
MD	702	SOUTHEAST	BALTO BEL	EASTERN B	1.66	A	1	1	Baltimore
MD	889	MD 889	MT CARMEL	Dead End	0.08	A	0	1	Baltimore
MD	940	OWINGS MI	REISTERST	Dead End	1.44	D	1	1	Baltimore
US	1	BELAIR RD	County Line	MAGNOLIA	1.32	F	0	1	Harford
US	1	BELAIR RD	Broadway	VALE RD	0.39	D	1	1	Harford
US	1	BELAIR RD	VALE RD	BELAIR RD	1.24	D	1	1	Harford
US	1	BELAIR RD	DUBLIN RD	DARLINGTO	1.67	D	0	1	Harford
US	1	BELAIR RD	DARLINGTO	CASTLETON	0.17	D	1	1	Harford
US	1	BELAIR RD	RIVERSIDE	Hickory B	0.58	D	0	1	Harford
US	1	BELAIR RD	N TOLLGAT	EMMORTON	0.52	C	1	1	Harford

US	1	BELAIR RD	CALVARY R	DUBLIN RD	2.02	C	0	1	1	Harford
US	1	BELAIR RD	CASTLETON	County Line	1.87	C	0	1	1	Harford
US	1	BELAIR RD	HARFORD R	N TOLLGAT	1.47	C	1	1	1	Harford
US	1	BELAIR RD	EAST-WEST	BELAIR RD	0.29	B	1	1	1	Harford
US	1	BELAIR RD	Hickory B	CALVARY R	5.46	B	0	1	1	Harford
US	1	BELAIR RD	BELAIR RD	RIVERSIDE	1.16	B	1	1	1	Harford
US	1	BELAIR RD	EMMORTON	EAST-WEST	0.80	A	1	1	1	Harford
MD	7	PHILAELP	CALVARY R	RIVERSIDE	0.96	F	0	1	1	Harford
MD	7	PHILAELP	OLD JOPPA	MAGNOLIA	0.97	E	1	0	1	Harford
MD	7	PHILAELP	MAGNOLIA	EMMORTON	2.48	D	1	1	1	Harford
MD	7	POST RD	S UNION A	PULASKI H	1.17	C	1	1	1	Harford
MD	7	PHILAELP	STEPNEY R	PULASKI H	0.89	B	1	1	1	Harford
MD	7	PHILAELP	RIVERSIDE	STEPNEY R	2.19	A	1	1	1	Harford
MD	22	FULFORD A	Brier Hil	RIVERSIDE	0.76	F	1	0	1	Harford
MD	22	FULFORD A	PARADISE	PULASKI H	0.84	D	1	1	1	Harford
MD	22	FULFORD A	N POST RD	County Line	0.79	C	0	1	1	Harford
MD	22	FULFORD A	ALDINO RD	STEPNEY R	1.35	C	0	1	1	Harford
MD	22	FULFORD A	STEPNEY R	CARSINS R	0.83	B	0	1	1	Harford
MD	22	FULFORD A	CARSINS R	J F K MEM	1.36	B	0	1	1	Harford
MD	22	FULFORD A	BEARDS HI	PARADISE	0.69	B	1	1	1	Harford
MD	22	FULFORD A	LEVEL RD	ALDINO RD	0.76	B	1	1	1	Harford
MD	22	FULFORD A	J F K MEM	BEARDS HI	0.48	A	1	1	1	Harford
MD	23	GRANARY R	County Line	CALVARY R	1.58	F	0	1	1	Harford
MD	23	GRANARY R	TROYER RD	JARRETTSV	2.18	F	0	1	1	Harford
MD	23	GRANARY R	CALVARY R	HARFORD C	2.03	E	0	1	1	Harford
MD	23	GRANARY R	HARFORD C	OLD YORK	2.70	E	0	1	1	Harford
MD	23	GRANARY R	JARRETTSV	BALDWIN M	2.37	E	0	1	1	Harford
MD	23	GRANARY R	OLD YORK	TROYER RD	1.21	D	0	1	1	Harford
MD	23	GRANARY R	HIGH POIN	EMMORTON	1.98	C	0	1	1	Harford
MD	23	GRANARY R	BALDWIN M	HIGH POIN	2.81	B	0	1	1	Harford
MD	23	GRANARY R	EMMORTON	BELAIR RD	1.90	A	1	1	1	Harford
MD	24	EMMORTON	Dellere S	RED PUMP	0.14	F	1	0	1	Harford
MD	24	EMMORTON	E JARRETT	GRANARY R	0.65	E	0	1	1	Harford
MD	24	EMMORTON	County Li	CALVARY R	2.22	D	0	1	1	Harford
MD	24	EMMORTON	CALVARY R	BALDWIN M	1.86	D	0	1	1	Harford
MD	24	EMMORTON	BALDWIN M	ST CLAIR	2.23	D	0	1	1	Harford
MD	24	EMMORTON	ST CLAIR	CHERRY HI	1.45	D	0	1	1	Harford
MD	24	EMMORTON	CHERRY HI	E JARRETT	3.43	D	0	1	1	Harford
MD	24	EMMORTON	BELAIR RD	E RING FA	1.30	D	1	1	1	Harford
MD	24	EMMORTON	SINGER RD	EMMORTON	1.07	D	1	1	1	Harford
MD	24	EMMORTON	PHILAELP	PULASKI H	0.83	D	1	1	1	Harford
MD	24	EMMORTON	BELAIR RD	BELAIR RD	0.85	D	1	1	1	Harford
MD	24	EMMORTON	E RING FA	SINGER RD	2.61	D	1	1	1	Harford
MD	24	EMMORTON	PULASKI H	EDGEWOOD	0.31	C	1	1	1	Harford
MD	24	EMMORTON	J F K MEM	PHILAELP	0.80	B	1	1	1	Harford
MD	24	EMMORTON	EDGEWOOD	Dead End	1.69	B	1	1	1	Harford
MD	24	EMMORTON	EMMORTON	J F K MEM	0.53	A	1	1	1	Harford
MD	24	OTTER CRE	EMMORTON	PULASKI H	0.24	A	1	1	1	Harford

US	40	PULASKI H	SUPERIOR	County Line	0.47	F	0	1	Harford
US	40	PULASKI H	FULFORD A	N POST RD	1.24	D	1	1	Harford
US	40	PULASKI H	N POST RD	POST RD	1.31	D	1	1	Harford
US	40	PULASKI H	County Line	MAGNOLIA	2.10	B	1	1	Harford
US	40	PULASKI H	EDGEWOOD	EMMORTON	0.28	B	1	1	Harford
US	40	PULASKI H	EMMORTON	OTTER CRE	0.36	B	1	1	Harford
US	40	PULASKI H	OTTER CRE	ABINGDON	1.93	B	1	1	Harford
US	40	PULASKI H	ABINGDON	RIVERSIDE	2.05	B	0	1	Harford
US	40	PULASKI H	RIVERSIDE	SPESUTIA	1.56	B	0	1	Harford
US	40	PULASKI H	SPESUTIA	PHILAELP	0.77	B	1	1	Harford
US	40	PULASKI H	MAGNOLIA	EDGEWOOD	1.65	A	1	1	Harford
US	40	PULASKI H	ACCESS RD	W BELAIR	1.77	A	1	1	Harford
US	40	PULASKI H	POST RD	LEVEL RD	1.51	A	1	1	Harford
US	40	PULASKI H	LEVEL RD	SUPERIOR	0.33	A	1	1	Harford
US	40	PULASKI H	PHILAELP	ACCESS RD	0.64	A	1	1	Harford
MD	132	N POST RD	FULFORD A	PULASKI H	1.43	C	0	1	Harford
MD	132	BEARDS HI	FULFORD A	W BELAIR	0.24	A	1	1	Harford
MD	132	W BELAIR	PULASKI H	ACCESS RD	0.69	A	1	1	Harford
MD	136	CALVARY R	BELAIR RD	LEVEL RD	5.67	E	0	1	Harford
MD	136	CALVARY R	LEVEL RD	SHUCK'S R	3.06	E	0	1	Harford
MD	136	CALVARY R	SHUCK'S R	RIVERSIDE	0.68	E	0	1	Harford
MD	136	CALVARY R	RIVERSIDE	J F K MEM	2.04	E	0	1	Harford
MD	136	CALVARY R	BALDWIN M	Quarry Road	0.62	D	0	1	Harford
MD	136	CALVARY R	PROSPECT	DUBLIN RD	3.49	B	0	1	Harford
MD	136	CALVARY R	GRACETON	BALDWIN M	2.47	B	0	1	Harford
MD	136	CALVARY R	Quarry Road	PROSPECT	2.24	A	0	1	Harford
MD	136	CALVARY R	DUBLIN RD	BELAIR RD	0.93	A	0	1	Harford
MD	138	TROYER RD	GRANARY R	County Line	0.89	C	0	1	Harford
MD	146	JARRETTSV	GRANARY R	MAGNOLIA	1.72	F	0	1	Harford
MD	146	JARRETTSV	MAGNOLIA	HESS RD	2.59	F	0	1	Harford
MD	146	JARRETTSV	HESS RD	County Line	0.79	F	0	1	Harford
MD	147	HARFORD R	County Line	MAGNOLIA	1.84	F	0	1	Harford
MD	147	HARFORD R	MAGNOLIA	BELAIR RD	1.11	F	0	1	Harford
MD	152	MAGNOLIA	JARRETTSV	HESS RD	2.40	F	0	1	Harford
MD	152	MAGNOLIA	BELAIR RD	OLD JOPPA	1.35	E	0	1	Harford
MD	152	MAGNOLIA	SINGER RD	J F K MEM	1.95	E	0	1	Harford
MD	152	MAGNOLIA	PLEASANTV	CARRS MIL	1.88	C	0	1	Harford
MD	152	MAGNOLIA	CARRS MIL	HARFORD R	1.75	C	0	1	Harford
MD	152	MAGNOLIA	BALDWIN M	PLEASANTV	1.71	B	0	1	Harford
MD	152	MAGNOLIA	HARFORD R	BELAIR RD	0.51	B	0	1	Harford
MD	152	MAGNOLIA	OLD JOPPA	SINGER RD	0.95	B	0	1	Harford
MD	152	MAGNOLIA	HESS RD	BALDWIN M	1.50	A	0	1	Harford
MD	152	MAGNOLIA	HANSON RD	Dead End	1.60	A	1	1	Harford
MD	155	LEVEL RD	J F K MEM	SUPERIOR	2.18	E	0	1	Harford
MD	155	LEVEL RD	HOPEWELL	DARLINGTO	0.61	C	0	1	Harford
MD	155	LEVEL RD	ALDINO RD	PARADISE	0.32	C	0	1	Harford
MD	155	LEVEL RD	PARADISE	J F K MEM	1.73	C	0	1	Harford
MD	155	LEVEL RD	FULFORD A	HOPEWELL	3.12	B	0	1	Harford

MD	159	PERRYMAN	PULASKI H	OLD PHILA	0.35	D	1	1	1	Harford
MD	159	PERRYMAN	OLD PHILA	SPESUTIA	1.18	B	1	1	1	Harford
MD	159	PERRYMAN	SPESUTIA	CANNING H	1.27	A	1	1	1	Harford
MD	161	DARLINGTO	STAFFORD	LEVEL RD	4.70	E	0	1	1	Harford
MD	161	DARLINGTO	BELAIR RD	CASTLETON	0.18	D	1	1	1	Harford
MD	161	DARLINGTO	CASTLETON	STAFFORD	0.45	D	1	1	1	Harford
MD	165	BALDWIN M	E JARRETT	GRANARY R	1.29	E	0	1	1	Harford
MD	165	BALDWIN M	GRANARY R	MAGNOLIA	3.38	E	0	1	1	Harford
MD	165	BALDWIN M	MAGNOLIA	County Line	2.14	E	0	1	1	Harford
MD	165	BALDWIN M	County Line	CALVARY R	0.77	B	0	1	1	Harford
MD	165	BALDWIN M	CALVARY R	RIVERSIDE	2.43	A	0	1	1	Harford
MD	165	BALDWIN M	RIVERSIDE	GRACETON	0.87	A	0	1	1	Harford
MD	165	BALDWIN M	GRACETON	EMMORTON	1.23	A	0	1	1	Harford
MD	439	OLD YORK	GRANARY R	County Line	1.15	E	0	1	1	Harford
MD	440	DUBLIN RD	CALVARY R	BELAIR RD	1.77	C	0	1	1	Harford
MD	462	PARADISE	J F K MEM	FULFORD A	1.75	C	0	1	1	Harford
MD	462	PARADISE	FULFORD A	W BELAIR	0.63	C	1	1	1	Harford
MD	462	PARADISE	LEVEL RD	J F K MEM	1.77	A	0	1	1	Harford
MD	543	RIVERSIDE	PROSPECT	DUBLIN RD	0.88	E	0	1	1	Harford
MD	543	RIVERSIDE	DUBLIN RD	BELAIR RD	4.54	E	0	1	1	Harford
MD	543	RIVERSIDE	Thomas Ru	PROSPECT	0.27	E	0	1	1	Harford
MD	543	RIVERSIDE	W WHEEL R	CALVARY R	1.57	E	0	1	1	Harford
MD	543	RIVERSIDE	BALDWIN M	PROSPECT	3.18	D	0	1	1	Harford
MD	543	RIVERSIDE	PROSPECT	FULFORD A	2.06	D	1	1	1	Harford
MD	543	RIVERSIDE	FULFORD A	W WHEEL R	2.13	D	0	1	1	Harford
MD	543	RIVERSIDE	CALVARY R	J F K MEM	1.96	C	0	1	1	Harford
MD	623	CASTLETON	County Line	DEEP RUN	1.08	C	0	1	1	Harford
MD	623	CASTLETON	DEEP RUN	BELAIR RD	5.97	C	0	1	1	Harford
MD	623	CASTLETON	BELAIR RD	DARLINGTO	0.19	C	1	1	1	Harford
MD	624	GRACETON	CALVARY R	BALDWIN M	2.72	D	0	1	1	Harford
MD	646	PROSPECT	RIVERSIDE	CALVARY R	3.30	E	0	1	1	Harford
MD	715	ACCESS RD	PULASKI H	MARYLAND	1.17	D	1	1	1	Harford
MD	755	EDGEWOOD	EMMORTON	WILLOUGHB	0.98	D	1	1	1	Harford
MD	755	EDGEWOOD	WILLOUGHB	Dead End	0.64	D	1	1	1	Harford
MD	763	SUPERIOR	PULASKI H	JUNIATA S	0.09	B	1	1	1	Harford
MD	763	SUPERIOR	LEVEL RD	PULASKI H	0.22	B	1	1	1	Harford
MD	924	EMMORTON	VALE RD	FULFORD A	1.11	D	1	1	1	Harford
MD	924	EMMORTON	BELAIR RD	VALE RD	0.75	B	1	1	1	Harford
MD	924	EMMORTON	W WHEEL R	EMMORTON	2.33	B	1	1	1	Harford
MD	924	EMMORTON	FULFORD A	E RING FA	1.35	A	1	1	1	Harford
MD	924	EMMORTON	E RING FA	W WHEEL R	1.84	A	1	1	1	Harford

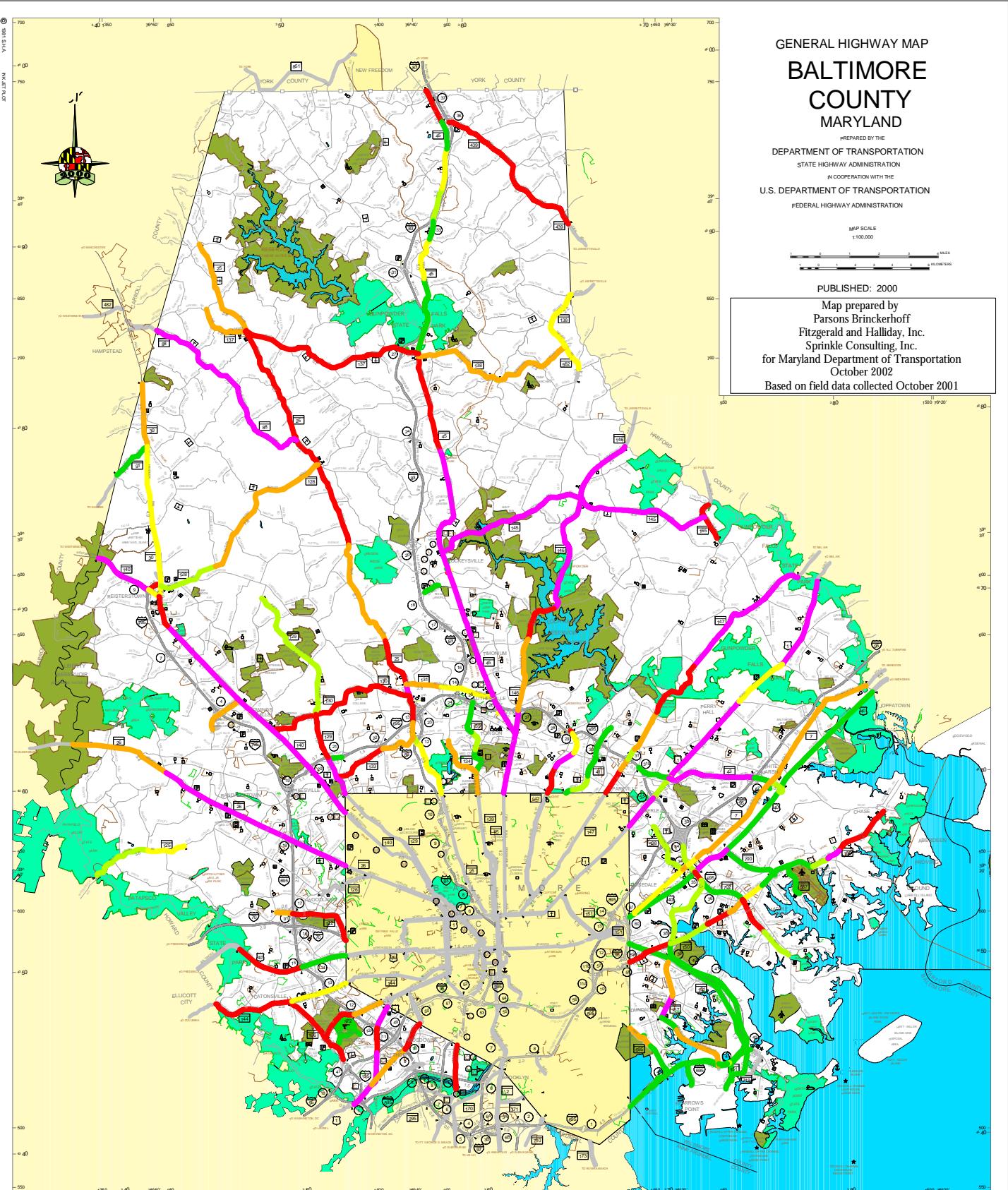
Pedestrian Facility Needs Identified by Local Jurisdictions

DISTRICT 4

In District 4, 27.2% of the roadways that lie within Priority Funding Areas (PFA's) have sidewalks.⁵ Local jurisdictions have identified a number of additional locations where accessible sidewalks and/or crossing improvements are needed, as shown in the list below. MDOT will consider additions and deletions from this list as needs and priorities are identified at both the state and local levels.

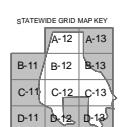
- Baltimore County – MD 25 Falls Rd. (City line to Meadowood Regional Park)
- Baltimore County – MD 20 North Point Rd.
- Baltimore County – MD 43 White Marsh Blvd. (eastward from Walther Blvd.)
- Baltimore County – MD 129 Park Heights Ave. (City line to Hooks Lane)
- Baltimore County – MD131 Seminary Rd. (Falls Rd. to York Rd.)
- Baltimore County – MD 139 Charles St. (Bellona to Beltway)
- Baltimore County – MD 146 Dulaney Valley Rd.
- Baltimore County – MD 147 Harford Rd. (w/s Joppa Rd. north to Cub Hill Rd.)
- Baltimore County – MD 150 Eastern Ave. to Gunpowder State Park
- Baltimore County – MD 151 North Point Blvd.
- Baltimore County – MD 166 Rolling Road
- Baltimore County – MD 542 Loch Raven Blvd. (e/s Episcopal Church to Hillen Rd.)
- Baltimore County – MD 588 Kenwood Ave.
- Baltimore County – MD 700 Martin Blvd.
- Baltimore County – York Road between Padonia Road and Bosley Avenue (Baltimore Metropolitan Council)
- Harford County – MD 543 from Wheel Rd. to Prospect Mill Rd.
- Harford County – MD 924 complete missing sidewalk sections
- Harford County – MD 755 complete missing sidewalk sections
- Harford County – MD 22 complete missing sidewalk sections
- Harford County – MD 152 complete missing sidewalk sections
- Harford County – MD 24 between Jarrettsville Rd. and MD 23
- Harford County – Intersection Improvement at US 1 and MD 24
- Harford County – Intersection of Business US 1 and Memorial Highway (Baltimore Metropolitan Council)

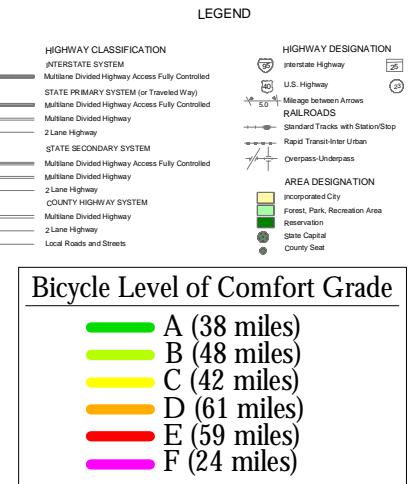
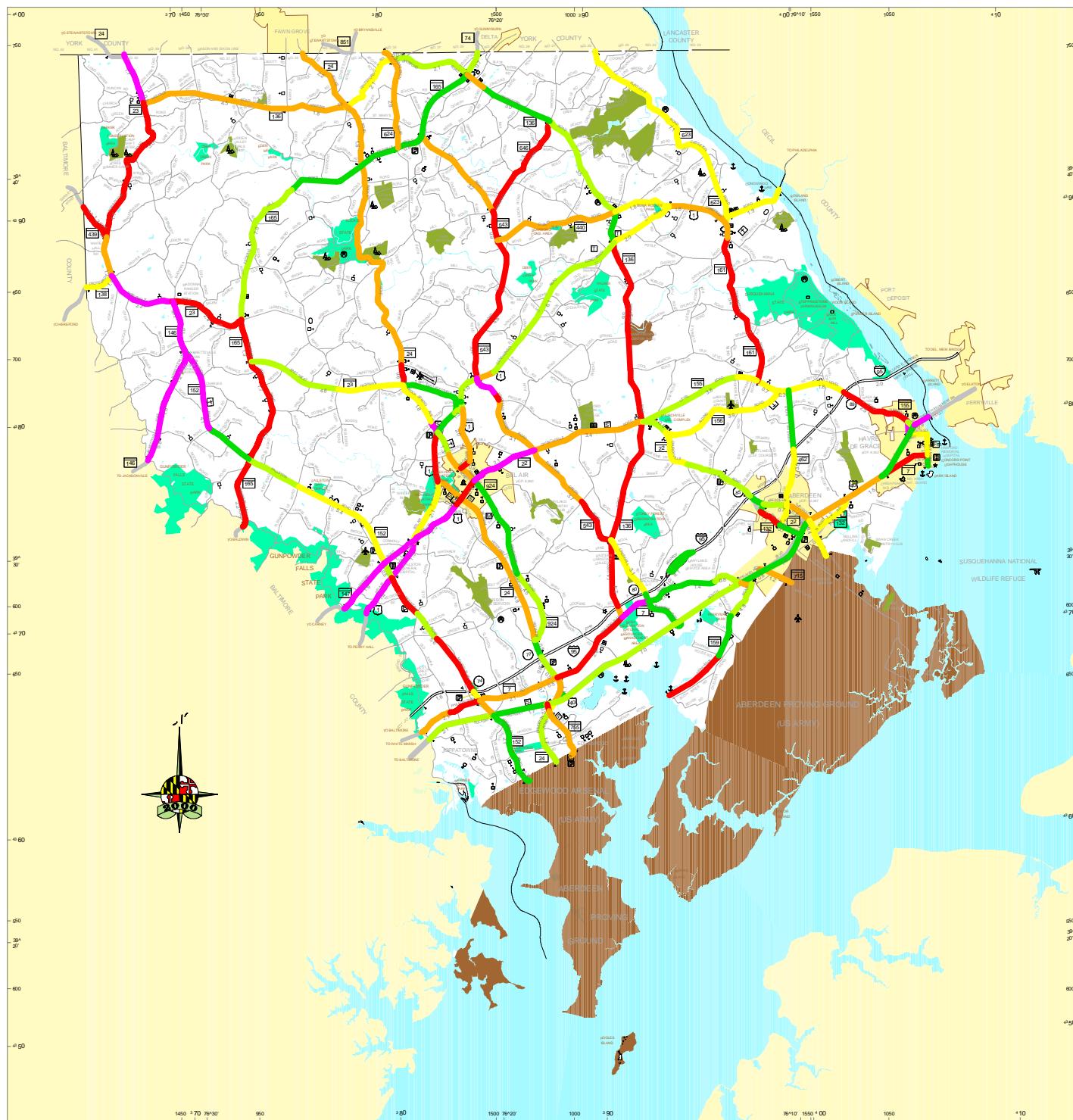
⁵ Denotes percent of directional mileage with sidewalk coverage.



Bicycle Level of Comfort Grade

- A (58 miles)**
- B (23 miles)**
- C (25 miles)**
- D (55 miles)**
- E (68 miles)**
- F (80 miles)**





DISTRICT 5: **NEEDED LOCATIONS FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS**

The locations listed on the following pages are state-owned roadways in this District that are in need of bicycle and pedestrian improvements.* These locations have been identified through input from local jurisdictions, as well as an analysis of existing bicycling and walking conditions (see Section 2 of this report for a description of the process used to establish Tier 1 and Tier 2 needs).

MDOT will continue to work with local officials to update and prioritize areas of greatest need. Projects will be selected from these lists during programming for implementation based on assessments of engineering feasibility, environmental impacts, costs, and local support. The availability of funds to address bicycle and pedestrian needs will depend upon the total funds contained in the State's capital program.

Needed improvements will vary depending on the specific conditions in each corridor, and therefore will be determined during project development. Based on funding available, types of improvements may include features as designated bike lanes, wide curb lanes, paved or widened shoulders, parallel shared-use paths, sidewalk/streetscape improvements, accessibility improvements, and/or crossing improvements at intersections.

*This listing does not include bridge structures

Bicycle Facility Needs

Tier 1 Locations - Summary

49.75 Miles

Miles	County
30.42	Anne Arundel County
2.04	Calvert County
2.69	Charles County
14.60	St. Mary's County

Tier 2 Locations - Summary

591.07 Miles

Miles	County
192.20	Anne Arundel County
79.41	Calvert County
168.98	Charles County
150.48	St. Mary's County

Maryland State Highway Bicycle Improvement Needs									
Tier 1 Locations: DISTRICT 5									
Type	RT #	Road Name	From	To	Length (Miles)	BLOC	Priority Funding Area	Local Plan	County
MD	2	SOLOMONS	TELEGRAPH	CHURCH ST	1.14	F	1	1	Anne Arundel
MD	2	SOLOMONS	CHURCH ST	BALTO BEL	0.77	F	1	1	Anne Arundel
MD	2	SOLOMONS	BALTO BEL	HARBOR TU	0.58	F	1	1	Anne Arundel
MD	2	SOLOMONS	HARBOR TU	EAST ORDN	0.31	F	1	1	Anne Arundel
MD	2	SOLOMONS	EAST ORDN	NEW CUT R	0.32	F	1	1	Anne Arundel
MD	2	SOLOMONS	FURNACE B	BALTO ANN	1.47	F	1	1	Anne Arundel
MD	2	SOLOMONS	BALTO ANN	AQUAHART	0.73	F	1	1	Anne Arundel
MD	2	SOLOMONS	BALTO ANN	BALTO ANN	0.49	F	1	1	Anne Arundel
MD	2	SOLOMONS	BALTO ANN	MCKINSEY	0.53	F	1	1	Anne Arundel
MD	2	SOLOMONS	JONES STA	COLLEGE P	0.52	F	1	1	Anne Arundel
MD	2	SOLOMONS	COLLEGE P	BALTO ANN	1.53	F	1	1	Anne Arundel
MD	2	SOLOMONS	MAYO RD	PIKE RIDG	0.48	F	1	1	Anne Arundel
MD	2	SOLOMONS	PIKE RIDG	CENTRAL A	0.54	F	1	1	Anne Arundel
MD	2	SOLOMONS	MCKINSEY	JONES STA	1.41	E	1	1	Anne Arundel
MD	3	NEW CUT R	BALTO ANN	REECE RD	0.74	E	1	1	Anne Arundel
MD	3	NEW CUT R	REECE RD	MD 100	0.74	E	1	1	Anne Arundel
MD	3	NEW CUT R	IS 97	NEW CUT R	0.49	E	1	1	Anne Arundel
MD	162	AVIATION	TELEGRAPH	ANDOVER R	0.45	E	1	1	Anne Arundel
MD	174	REECE RD	QUARTERFI	IS 97	0.78	E	1	1	Anne Arundel
MD	175	ANNAPOLIS	REECE RD	ARUNDEL E	1.58	E	1	1	Anne Arundel
MD	175	ANNAPOLIS	ARUNDEL E	TELEGRAPH	1.09	E	1	1	Anne Arundel
MD	176	DORSEY RD	ROCKENBAC	OLD SECTI	0.20	F	1	1	Anne Arundel
MD	176	DORSEY RD	OLD SECTI	HARMANS R	0.68	F	1	1	Anne Arundel
MD	176	DORSEY RD	HARMANS R	TELEGRAPH	0.35	F	1	1	Anne Arundel
MD	177	MOUNTAIN	SOLOMONS	ARUNDEL E	0.60	E	1	1	Anne Arundel
MD	177	MOUNTAIN	LONG HILL	BALTO ANN	1.01	E	1	1	Anne Arundel
MD	177	MOUNTAIN	BALTO ANN	CATHERINE	0.94	E	1	1	Anne Arundel
MD	177	MOUNTAIN	CATHERINE	MAGO THY B	1.31	E	1	1	Anne Arundel
MD	387	SPA RD	DEFENSE H	HARNESS C	1.71	E	1	1	Anne Arundel
MD	424	DAVIDSONV	ROBERT CR	REIDEL RD	0.88	F	1	1	Anne Arundel
MD	435	TAYLOR AV	DEFENSE H	RIDGELY A	1.14	E	1	1	Anne Arundel
MD	450	DEFENSE H	GENERALS	JOHN HANS	0.25	F	1	1	Anne Arundel
MD	450	DEFENSE H	JOHN HANS	SOLOMONS	0.38	F	1	1	Anne Arundel
MD	450	DEFENSE H	SOLOMONS	TAYLOR AV	1.75	F	1	1	Anne Arundel
MD	450	DEFENSE H	IS 97	Housley Rd	0.61	E	1	1	Anne Arundel
MD	450	DEFENSE H	HOUSLEY R	GENERALS	1.18	E	1	1	Anne Arundel
MD	648	BALTO ANN	BALTO BEL	W MAPLE R	0.19	E	1	1	Anne Arundel
MD	710	EAST ORDN	SOLOMONS	ARUNDEL E	0.55	E	1	1	Anne Arundel
MD	2	SOLOMONS	MAIN ST	HALLOWING	0.62	E	1	1	Calvert
MD	497	COVE Poin	LITTLE CO	County Line	1.42	E	1	1	Calvert
MD	5	LEONARDTO	BURNT STO	Homeland	0.45	F	1	1	Charles
MD	5	LEONARDTO	CRAIN HWY	LEONARDTO	1.81	E	1	1	Charles

MD	228	BERRY RD	WESTERN P	CRAIN HWY	0.43	F	1	1	Charles
MD	5	POINT LOO	NEWTOWNE	HOLLYWOOD	1.40	F	1	1	Saint Mary's
MD	5	FENWICK S	POINT LOO	POINT LOO	1.02	F	1	1	Saint Mary's
MD	235	THREE NOT	ST ANDREW	CHANCELLO	1.66	F	1	1	Saint Mary's
MD	235	THREE NOT	CHANCELLO	PEGG RD	2.01	F	1	1	Saint Mary's
MD	235	THREE NOT	PEGG RD	GREAT MIL	1.01	F	1	1	Saint Mary's
MD	237	CHANCELLO	THREE NOT	GREAT MIL	2.98	E	1	1	Saint Mary's
MD	245	HOLLYWOOD	MC INTOSH	Greenbrie	1.16	E	1	1	Saint Mary's
MD	246	GREAT MIL	POINT LOO	THREE NOT	3.36	E	1	1	Saint Mary's

Maryland State Highway Bicycle Improvement Needs									
Tier 2 Locations: DISTRICT 5									
Type	RT #	Road Name	From	To	Length (Miles)	BLOC	Priority Funding Area	Local Plan	County
MD	2	SOLOMONS	ARIS T AL	MAYO RD	2.44	F	0	1	Anne Arundel
MD	2	SOLOMONS	EARLEIGH	BALTO ANN	1.08	E	0	1	Anne Arundel
MD	2	SOLOMONS	BALTO ANN	BALTO ANN	1.11	E	0	1	Anne Arundel
MD	2	SOLOMONS	MD 100	Wishingro	0.76	D	1	1	Anne Arundel
MD	2	SOLOMONS	WISHINGRO	ARUNDEL E	0.90	D	0	1	Anne Arundel
MD	2	SOLOMONS	ARUNDEL E	EARLEIGH	1.29	D	0	1	Anne Arundel
MD	2	SOLOMONS	BIRDSVILL	HARWOOD R	2.26	D	0	1	Anne Arundel
MD	2	SOLOMONS	NEW CUT R	FURNACE B	0.51	C	1	1	Anne Arundel
MD	2	SOLOMONS	MOUNTAIN	MD 100	0.19	C	1	1	Anne Arundel
MD	2	SOLOMONS	BALTO ANN	JOHN HANS	0.43	C	0	1	Anne Arundel
MD	2	SOLOMONS	CENTRAL A	BIRDSVILL	2.86	C	0	1	Anne Arundel
MD	2	SOLOMONS	AQUAHART	MOUNTAIN	1.45	B	1	1	Anne Arundel
MD	2	SOLOMONS	DEFENSE H	OLD SOLOM	0.56	B	1	1	Anne Arundel
MD	2	SOLOMONS	HARWOOD R	OWENSVILL	1.72	B	0	1	Anne Arundel
MD	2	SOLOMONS	DEALE RD	FAIRHAVEN	1.96	B	0	1	Anne Arundel
MD	2	SOLOMONS	OLD SOLOM	ARIS T AL	0.32	A	1	1	Anne Arundel
MD	2	SOLOMONS	OWENSVILL	BAYARD RD	1.29	A	0	1	Anne Arundel
MD	2	SOLOMONS	MT ZION R	OLD SOLOM	2.03	A	0	1	Anne Arundel
MD	2	SOLOMONS	OLD SOLOM	BAY FRONT	1.33	A	0	1	Anne Arundel
MD	2	SOLOMONS	BAY FRONT	DEALE RD	0.40	A	0	1	Anne Arundel
MD	2	SOLOMONS	FAIRHAVEN	CHESAPEAK	2.37	A	0	1	Anne Arundel
MD	3	ROBERT CR	ARUNDEL E	MILLERSVI	0.74	F	0	1	Anne Arundel
MD	3	ROBERT CR	IS 97	ARUNDEL E	0.75	F	0	0	Anne Arundel
MD	3	NEW CUT R	SOLOMONS	FURNACE B	0.46	E	1	0	Anne Arundel
MD	3	ROBERT CR	DEFENSE H	DAVIDSONV	1.97	D	1	1	Anne Arundel
MD	3	ROBERT CR	ST STEPHE	JOHNS HOP	1.28	D	0	1	Anne Arundel
MD	3	ROBERT CR	JOHNS HOP	DAVIDSONV	0.97	C	1	1	Anne Arundel
MD	3	ROBERT CR	MILLERSVI	SHADY SID	1.27	B	0	1	Anne Arundel
MD	3	NEW CUT R	MD 100	IS 97	1.29	A	1	1	Anne Arundel
MD	4	SOUTHERN	BAY FRONT	County Line	1.90	C	0	1	Anne Arundel
MD	70	ROWE BLVD	JOHN HANS	TAYLOR AV	0.78	A	0	1	Anne Arundel
MD	162	AVIATION	ANDOVER R	DORSEY RD	1.83	A	1	1	Anne Arundel
MD	168	NURSERY R	MD 295	BALTO ANN	0.57	A	1	1	Anne Arundel
MD	170	TELEGRAPH	DORSEY RD	MD 100	0.80	E	0	0	Anne Arundel
MD	170	TELEGRAPH	ANDOVER R	AVIATION	0.46	D	1	1	Anne Arundel
MD	170	TELEGRAPH	METROPOLI	STONEY RU	0.96	D	1	1	Anne Arundel
MD	170	TELEGRAPH	STONEY RU	MD 170 SP	1.02	D	1	1	Anne Arundel
MD	170	TELEGRAPH	SOLOMONS	HARBOR TU	0.99	C	1	1	Anne Arundel
MD	170	TELEGRAPH	HARBOR TU	BALTO ANN	1.25	A	1	1	Anne Arundel
MD	170	TELEGRAPH	BALTO ANN	BALTO BEL	0.47	A	1	1	Anne Arundel
MD	170	TELEGRAPH	BALTO BEL	W MAPLE R	0.41	A	1	1	Anne Arundel
MD	170	TELEGRAPH	W MAPLE R	ANDOVER R	0.75	A	1	1	Anne Arundel

MD	170	TELEGRAPH	AVIATION	METROPOLI	1.09	A		1	1	Anne Arundel
MD	170	MD 170 SP	TELEGRAPH	DORSEY RD	0.41	A		1	1	Anne Arundel
MD	171	CHURCH ST	SOLOMONS	County Line	0.92	D		1	1	Anne Arundel
MD	173	FORT SMAL	CARROLL R	EDWIN RAY	1.54	C		1	1	Anne Arundel
MD	173	FORT SMAL	EDWIN RAY	MAGOOTHY B	0.89	B		1	1	Anne Arundel
MD	173	FORT SMAL	County Line	SOLLEY RD	1.30	A		1	1	Anne Arundel
MD	173	FORT SMAL	SOLLEY RD	CARROLL R	2.14	A		1	1	Anne Arundel
MD	173	FORT SMAL	MAGOOTHY B	COLONY RD	1.73	A		0	1	Anne Arundel
MD	173	FORT SMAL	COLONY RD	County Line	1.26	A		0	1	Anne Arundel
MD	174	REECE RD	IS 97	NEW CUT R	1.02	D		1	1	Anne Arundel
MD	174	REECE RD	REECE RD	MAIN AVE	1.63	A		0	1	Anne Arundel
MD	174	REECE RD	MAIN AVE	TELEGRAPH	0.86	A		0	1	Anne Arundel
MD	174	REECE RD	TELEGRAPH	WB&A RD	0.69	A		0	1	Anne Arundel
MD	174	REECE RD	WB&A RD	QUARTERFI	0.95	A		0	1	Anne Arundel
MD	175	ANNAPOLIS	TELEGRAPH	ODENTON R	1.00	D		1	1	Anne Arundel
MD	175	ANNAPOLIS	GAMBRILLS	ROBERT CR	1.13	D		0	1	Anne Arundel
MD	175	ANNAPOLIS	BALTIMORE	ROCKENBAC	1.19	B		0	1	Anne Arundel
MD	175	ANNAPOLIS	ODENTON R	GAMBRILLS	1.11	B		0	1	Anne Arundel
MD	175	ANNAPOLIS	County Line	BALTIMORE	1.39	A		0	1	Anne Arundel
MD	175	ANNAPOLIS	ROCKENBAC	REECE RD	1.32	A		1	1	Anne Arundel
MD	176	DORSEY RD	AVIATION	IS 97	0.23	F		1	0	Anne Arundel
MD	176	DORSEY RD	IS 97	BALTO ANN	0.71	F		1	0	Anne Arundel
MD	176	DORSEY RD	TELEGRAPH	MD 170 SP	0.17	B		1	1	Anne Arundel
MD	176	DORSEY RD	MD 170 SP	OLD TELE	0.50	B		1	1	Anne Arundel
MD	176	DORSEY RD	OLD TELE	WB&A RD	0.80	B		1	1	Anne Arundel
MD	176	DORSEY RD	WRIGHT RD	ROCKENBAC	0.83	A		1	1	Anne Arundel
MD	176	DORSEY RD	WB&A RD	AVIATION	1.17	A		1	1	Anne Arundel
MD	177	MOUNTAIN	MD 100	WOODS RD	0.69	E		0	1	Anne Arundel
MD	177	MOUNTAIN	WOODS RD	BODKIN AV	0.92	E		0	1	Anne Arundel
MD	177	MOUNTAIN	FOREST GL	PINEHURST	1.16	D		0	1	Anne Arundel
MD	177	MOUNTAIN	PINEHURST	County Line	1.99	C		0	1	Anne Arundel
MD	177	MOUNTAIN	MAGOOTHY B	MD 100	0.86	B		0	1	Anne Arundel
MD	177	MOUNTAIN	BODKIN AV	FOREST GL	0.98	B		0	1	Anne Arundel
MD	177	MOUNTAIN	ARUNDEL E	BALTO ANN	0.19	A		1	1	Anne Arundel
MD	177	MOUNTAIN	BALTO ANN	LONG HILL	0.15	A		0	1	Anne Arundel
MD	178	GENERALS	VETERANS	GENERALS	0.26	E		0	0	Anne Arundel
MD	178	GENERALS	MILLERSVI	SUNRISE B	0.73	D		0	1	Anne Arundel
MD	178	GENERALS	HERALD HA	CROWNSVIL	0.86	D		0	1	Anne Arundel
MD	178	GENERALS	SUNRISE B	HERALD HA	1.31	C		0	1	Anne Arundel
MD	178	GENERALS	CROWNSVIL	SHERWOOD	1.61	C		0	1	Anne Arundel
MD	178	GENERALS	SHERWOOD	EPPING FO	1.61	C		0	1	Anne Arundel
MD	178	GENERALS	EPPING FO	DEFENSE H	1.05	C		0	1	Anne Arundel
MD	179	ST MARGAR	GRANDVIEW	OLD MILL	0.77	D		0	1	Anne Arundel
MD	179	ST MARGAR	OLD MILL	BALTO ANN	1.61	D		0	1	Anne Arundel
MD	198	LAUREL-FT	County Line	BROCK BRI	0.56	F		0	1	Anne Arundel
MD	198	LAUREL-FT	BROCK BRI	BALTIMORE	1.32	E		0	1	Anne Arundel
MD	198	LAUREL-FT	BALTIMORE	OLD PORTL	1.00	A		0	1	Anne Arundel
MD	198	LAUREL-FT	OLD PORTL	ARUNDEL E	0.89	A		1	1	Anne Arundel

MD	214	CENTRAL A	SHADYSIDE	LOCH HAVE	0.54	F	0	0	Anne Arundel
MD	214	CENTRAL A	LOCH HAVE	TURKEY PO	1.71	F	0	0	Anne Arundel
MD	214	CENTRAL A	County Line	DAVIDSONV	2.60	D	0	1	Anne Arundel
MD	214	CENTRAL A	DAVIDSONV	RIVA RD	1.10	C	0	1	Anne Arundel
MD	214	CENTRAL A	RIVA RD	PIKE RIDG	1.85	A	0	1	Anne Arundel
MD	253	MAYO RD	SOLOMONS	CENTRAL A	1.33	B	0	1	Anne Arundel
MD	255	OWENSVILL	SHADYSIDE	County Line	1.02	D	0	1	Anne Arundel
MD	255	OWENSVILL	SOLOMONS	SHADYSIDE	3.15	D	0	1	Anne Arundel
MD	256	DEALE RD	DEALE BEA	BAY FRONT	0.13	D	1	1	Anne Arundel
MD	256	DEALE RD	SOLOMONS	ROCKHOLD	2.21	D	0	1	Anne Arundel
MD	256	DEALE RD	SHADYSIDE	FRANKLIN	0.81	C	0	1	Anne Arundel
MD	256	DEALE RD	FRANKLIN	DEALE BEA	0.83	C	0	1	Anne Arundel
MD	256	DEALE RD	BAY FRONT	ROCKHOLD	1.25	C	1	1	Anne Arundel
MD	258	BAY FRONT	SOUTHERN	MD 796A	2.51	B	0	1	Anne Arundel
MD	258	BAY FRONT	MD 796A	SOLOMONS	1.44	B	0	1	Anne Arundel
MD	258	BAY FRONT	SOLOMONS	ROCKHOLD	2.05	A	0	1	Anne Arundel
MD	258	BAY FRONT	ROCKHOLD	DEALE RD	0.83	A	0	1	Anne Arundel
MD	259	GREENOCK	MT ZION R	SOUTHERN	2.65	C	0	1	Anne Arundel
MD	261	WALNUT AV	OLD SOLOM	FAIRHAVEN	1.42	E	0	1	Anne Arundel
MD	261	WALNUT AV	FAIRHAVEN	County Line	4.00	E	0	1	Anne Arundel
MD	270	FURNACE B	NEW CUT R	ARUNDEL E	0.59	E	1	0	Anne Arundel
MD	408	MT ZION R	SOUTHERN	SOUTHERN	0.14	E	0	0	Anne Arundel
MD	408	MT ZION R	SOUTHERN	SANDS RD	0.45	D	0	1	Anne Arundel
MD	408	MT ZION R	SANDS RD	GREENOCK	3.56	D	0	1	Anne Arundel
MD	408	MT ZION R	GREENOCK	BAYARD RD	1.44	D	0	1	Anne Arundel
MD	422	BAYARD RD	SOLOMONS	County Line	3.06	C	0	1	Anne Arundel
MD	423	FAIRHAVEN	SOLOMONS	TOWN POIN	1.87	D	0	1	Anne Arundel
MD	424	DAVIDSONV	DEFENSE H	JOHN HANS	2.49	F	0	1	Anne Arundel
MD	424	DAVIDSONV	GOVERNOR	CENTRAL A	1.91	F	0	1	Anne Arundel
MD	424	DAVIDSONV	REIDEL RD	DEFENSE H	1.46	C	1	1	Anne Arundel
MD	424	DAVIDSONV	JOHN HANS	GOVERNOR	1.45	A	0	1	Anne Arundel
MD	450	DEFENSE H	ROBERT CR	DAVIDSONV	1.73	F	0	1	Anne Arundel
MD	450	DEFENSE H	ST STEPHE	CROWNSVIL	2.31	E	0	1	Anne Arundel
MD	450	DEFENSE H	CROWNSVIL	IS 97	0.38	E	0	0	Anne Arundel
MD	450	DEFENSE H	DAVIDSONV	ST STEPHE	2.90	B	0	1	Anne Arundel
MD	468	SHADYSIDE	COLUMBIA	SNUG HARB	1.11	F	0	1	Anne Arundel
MD	468	SHADYSIDE	OWENSVILL	DEALE RD	3.41	E	0	1	Anne Arundel
MD	468	SHADYSIDE	MILL SWAM	OWENSVILL	2.60	D	0	1	Anne Arundel
MD	468	SHADYSIDE	CENTRAL A	MILL SWAM	2.40	C	0	1	Anne Arundel
MD	468	SHADYSIDE	DEALE RD	COLUMBIA	1.68	A	0	1	Anne Arundel
MD	607	MAGOOTHY B	FORT SMAL	MAGOOTHY B	1.54	A	0	1	Anne Arundel
MD	648	BALTO ANN	OLD EARLE	SOLOMONS	1.36	E	0	1	Anne Arundel
MD	648	BALTO ANN	GREENBURY	Dead End	0.47	E	1	0	Anne Arundel
MD	648	BALTO ANN	IS 97	8TH AVE N	0.48	D	1	1	Anne Arundel
MD	648	BALTO ANN	8TH AVE N	NEW CUT R	0.54	D	1	1	Anne Arundel
MD	648	BALTO ANN	CEDARCLIF	MOUNTAIN	1.08	D	1	1	Anne Arundel
MD	648	BALTO ANN	MOUNTAIN	MD 100	0.67	D	0	1	Anne Arundel
MD	648	BALTO ANN	JOHN HANS	ST MARGAR	1.24	D	0	1	Anne Arundel

MD	648	BALTO ANN	ST MARGAR	GREENBURY	0.45	D	0	1	Anne Arundel
MD	648	BALTO ANN	County Line	NURSERY R	0.30	B	1	1	Anne Arundel
MD	648	BALTO ANN	W MAPLE R	WELLHAM A	1.27	B	1	1	Anne Arundel
MD	648	BALTO ANN	NURSERY R	TELEGRAPH	0.47	A	1	1	Anne Arundel
MD	648	BALTO ANN	TELEGRAPH	BALTO BEL	0.61	A	1	1	Anne Arundel
MD	648	BALTO ANN	WELLHAM A	IS 97	0.66	A	1	1	Anne Arundel
MD	648	BALTO ANN	MD 100	BALTO ANN	0.40	A	0	1	Anne Arundel
MD	648	BALTO ANN	BALTO ANN	OLD EARLE	1.01	A	0	1	Anne Arundel
MD	665	ARIS T AL	ARIS T AL	SOLOMONS	1.72	F	1	0	Anne Arundel
MD	665	ARIS T AL	SOLOMONS	FOREST DR	1.10	F	1	0	Anne Arundel
MD	672	GREENBURY	BALTO ANN	County Line	0.19	E	1	0	Anne Arundel
MD	710	EAST ORDN	ARUNDEL E	County Line	1.53	A	1	1	Anne Arundel
MD	713	Ridge Rd.	ANNAPOLIS	ROCKENBAC	0.48	A	1	1	Anne Arundel
MD	713	ROCKENBAC	SEVERN RD	ANNAPOLIS	0.98	A	0	1	Anne Arundel
MD	713	Arundel Mills B	MD 100	SEVERN RD	1.29	A	0	1	Anne Arundel
MD	713	Arundel Mills B	DORSEY RD	MD 100	0.21	A	1	1	Anne Arundel
MD	778	OLD SOLOM	Old Highw		0.10	F	0	1	Anne Arundel
MD	778	OLD SOLOM	Old Highw		0.08	F	0	0	Anne Arundel
MD	778	OLD SOLOM	SOLOMONS	SOLOMONS	0.19	F	0	1	Anne Arundel
MD	778	OLD SOLOM	Old Highw		0.06	D	0	1	Anne Arundel
MD	778	OLD SOLOM	Old Highw		0.31	D	0	1	Anne Arundel
MD	778	OLD SOLOM	SOLOMONS		0.94	B	0	1	Anne Arundel
MD	778	OLD SOLOM	SOLOMONS	SOLOMONS	0.50	B	0	1	Anne Arundel
MD	778	OLD SOLOM	Old Highw		0.26	A	0	1	Anne Arundel
MD	778	OLD SOLOM	SOLOMONS	SOLOMONS	0.13	A	0	1	Anne Arundel
MD	788	OLD FORES	FOREST DR	SPA RD	0.19	A	0	1	Anne Arundel
MD	796	MD 796A	BAY FRONT	BAY FRONT	0.30	A	0	1	Anne Arundel
MD	980	MD 4 SERV	SOUTHERN	County Line	2.04	A	0	1	Anne Arundel
MD	2	SOLOMONS	DARES BEA	MAIN ST	0.09	E	1	0	Calvert
MD	2	SOLOMONS	SOLOMONS	OLD TOWN	2.57	D	0	1	Calvert
MD	2	SOLOMONS	STOAKLEY	DARES BEA	0.91	D	1	1	Calvert
MD	2	SOLOMONS	OLD TOWN	OLD TOWN	0.72	C	0	1	Calvert
MD	2	SOLOMONS	OLD TOWN	BOWIE SHO	1.08	C	0	1	Calvert
MD	2	SOLOMONS	BOWIE SHO	PLUM PON	1.11	C	0	1	Calvert
MD	2	SOLOMONS	MAIN ST	SIXES RD	0.69	C	0	1	Calvert
MD	2	SOLOMONS	SIXES RD	BROOMES I	1.66	C	0	1	Calvert
MD	2	SOLOMONS	WAYSIDE D	WAYSIDE D	0.86	B	0	1	Calvert
MD	2	SOLOMONS	WAYSIDE D	LOWER MAR	0.95	B	0	1	Calvert
MD	2	SOLOMONS	HALLOWING	MAIN ST	1.57	B	1	1	Calvert
MD	2	SOLOMONS	ST LEONAR	SAW MILL	0.83	B	0	1	Calvert
MD	2	SOLOMONS	SAW MILL	WHITE SAN	1.39	B	0	1	Calvert
MD	2	SOLOMONS	WHITE SAN	H G TRUEM	1.35	B	0	1	Calvert
MD	2	SOLOMONS	COVE PON	ROUSBY HA	1.09	B	0	1	Calvert
MD	2	SOLOMONS	DOWELL RD	MD 2G	1.46	B	1	1	Calvert
MD	2	SOLOMONS	County Line	MD 756H	0.94	A	0	1	Calvert
MD	2	SOLOMONS	MD 756H	MT HARMON	0.40	A	0	1	Calvert
MD	2	SOLOMONS	MT HARMON	SKINNERS	0.81	A	0	1	Calvert
MD	2	SOLOMONS	SKINNERS	WAYSIDE D	0.27	A	0	1	Calvert

MD	4	SOLOMONS	CHANEVIL	SKINNERS	0.79	F	0	1	Calvert
MD	4	SOLOMONS	SKINNERS	LOWER MAR	1.73	F	0	0	Calvert
MD	4	SOLOMONS	County Line	BRICK HOU	2.04	D	0	1	Calvert
MD	4	SOLOMONS	MT HARMON	CHANEVIL	1.04	D	0	1	Calvert
MD	4	SOLOMONS	BRICK HOU	MT HARMON	2.51	C	0	1	Calvert
MD	231	HALLOWING	SOLOMONS	MAIN ST	0.30	E	1	0	Calvert
MD	231	HALLOWING	County Line	SIXES RD	1.59	C	0	1	Calvert
MD	231	HALLOWING	SIXES RD	ADELINA R	1.18	C	0	1	Calvert
MD	231	HALLOWING	ADELINA R	SOLOMONS	2.81	B	0	1	Calvert
MD	260	CHESAPEAK	OLD SOLOM	MT HARMON	1.45	B	0	1	Calvert
MD	260	CHESAPEAK	MT HARMON	MT HARMON	0.24	B	0	1	Calvert
MD	260	CHESAPEAK	MT HARMON	WILLOWS R	2.58	B	0	1	Calvert
MD	260	MT HARMON	CHESAPEAK	CHESAPEAK	0.26	B	0	1	Calvert
MD	261	WILLOWS R	CHESAPEAK	PLUM PON	6.12	C	0	1	Calvert
MD	262	LOWER MAR	CHANEVIL	HUNTINGTO	3.38	D	0	1	Calvert
MD	263	PLUM PON	SOLOMONS	EMMANUEL	2.37	B	0	1	Calvert
MD	263	PLUM PON	EMMANUEL	STINNETT	1.69	A	0	1	Calvert
MD	402	DARES BEA	SOLOMONS	WILSON RD	2.88	C	0	1	Calvert
MD	402	DARES BEA	WILSON RD	VIRGINIA	0.97	A	0	1	Calvert
MD	497	COVE PON	H G TRUEM	LITTLE CO	1.03	E	0	1	Calvert
MD	521	HUNTING C	HUNTINGTO	BOWIE SHO	1.70	C	0	1	Calvert
MD	521	HUNTING C	BOWIE SHO	LOWERY RD	2.21	C	0	1	Calvert
MD	765	MAIN ST	HALLOWING	SOLOMONS	1.74	D	1	1	Calvert
MD	765	H G TRUEM	SOLOMONS	COVE PON	2.00	C	0	1	Calvert
MD	765	H G TRUEM	COVE PON	ROUSBY HA	1.36	C	0	1	Calvert
MD	765	H G TRUEM	ROUSBY HA	DOWELL RD	1.86	B	0	1	Calvert
MD	765	ST LEONAR	GOVERNOR	CALVERT B	2.00	A	0	1	Calvert
MD	765	ST LEONAR	CALVERT B	SOLOMONS	2.12	A	0	1	Calvert
MD	765	MAIN ST	SOLOMONS	HALLOWING	0.39	A	1	1	Calvert
MD	765	WAYSIDE D	SOLOMONS	SOLOMONS	0.91	A	0	1	Calvert
MD	765	KENT RD	Old Highw		0.16	A	0	1	Calvert
MD	765	MD 756H	OLD SOLOM	SOLOMONS	0.29	A	0	1	Calvert
MD	765	MT HARMON	SOLOMONS	SOLOMONS	0.85	A	0	1	Calvert
MD	765	FLAG POND	Old Highw		0.23	A	0	1	Calvert
MD	765	FLAG POND	Old Highw		0.03	A	0	1	Calvert
MD	765	SAW MILL	SOLOMONS	SOLOMONS	0.85	A	0	1	Calvert
MD	765	NURSERY R	Old Highw		0.85	A	0	1	Calvert
MD	765	SOLOMONS	SOLOMONS	DOWELL RD	1.23	A	0	1	Calvert
MD	778	OLD SOLOM	MD 756H	County Line	0.92	B	0	1	Calvert
MD	5	LEONARDTO	POPLAR HI	LEONARDTO	0.43	F	0	0	Charles
MD	5	LEONARDTO	LA PLATA	GALLANT G	3.72	E	0	1	Charles
MD	5	LEONARDTO	BILLINGSL	LA PLATA	0.69	E	0	1	Charles
MD	5	LEONARDTO	LEONARDTO	Forest La	1.92	E	0	1	Charles
MD	5	LEONARDTO	Forest La	BILLINGSL	1.16	E	0	1	Charles
MD	5	LEONARDTO	Homeland	County Line	1.28	D	0	1	Charles
MD	5	LEONARDTO	GALLANT G	BURNT STO	1.23	D	1	1	Charles
MD	6	PORT TOBA	CHICAMUXE	IRONSIDES	2.93	E	0	1	Charles
MD	6	PORT TOBA	IRONSIDES	Annapolis	4.16	E	0	1	Charles

MD	6	PORT TOBA	RIVERSIDE	MARYLAND	3.40	D	0	1	Charles
MD	6	PORT TOBA	MARYLAND	IRONSIDES	1.55	D	0	1	Charles
MD	6	PORT TOBA	CRAIN HWY	LA PLATA	1.35	C	1	1	Charles
MD	6	PORT TOBA	IRONSIDES	BAPTIST C	1.38	B	0	1	Charles
MD	6	PORT TOBA	BAPTIST C	CHICAMUXE	3.80	B	0	1	Charles
MD	6	PORT TOBA	Annapolis	BLOSSOM P	1.44	A	0	1	Charles
MD	6	PORT TOBA	BLOSSOM P	POOR HOUS	1.82	A	0	1	Charles
MD	6	PORT TOBA	POOR HOUS	ROSE HILL	1.36	A	0	1	Charles
MD	6	PORT TOBA	ROSE HILL	CRAIN HWY	2.52	A	0	1	Charles
MD	6	PORT TOBA	LA PLATA	BEL ALTON	2.48	A	0	1	Charles
MD	6	PORT TOBA	BEL ALTON	TRINITY C	4.23	A	0	1	Charles
MD	6	PORT TOBA	TRINITY C	County Line	4.58	A	0	1	Charles
MD	210	INDIAN HE	Stark Roa	HAWTHORNE	1.30	E	0	1	Charles
MD	210	INDIAN HE	County Line	Stark Roa	0.67	D	0	1	Charles
MD	210	INDIAN HE	HAWTHORNE	MARSHALL	3.70	D	0	1	Charles
MD	224	RIVERSIDE	HAWTHORNE	MARSHALL	2.90	E	0	0	Charles
MD	224	RIVERSIDE	LIVERPOOL	CHICAMUXE	4.72	C	0	1	Charles
MD	224	RIVERSIDE	PORT TOBA	MARYLAND	3.51	B	0	1	Charles
MD	224	RIVERSIDE	MARYLAND	LIVERPOOL	6.58	B	0	1	Charles
MD	224	RIVERSIDE	BICKNELL	IRONSIDES	2.08	A	0	1	Charles
MD	224	RIVERSIDE	CHICAMUXE	SWEETMAN	4.62	A	0	1	Charles
MD	224	RIVERSIDE	SWEETMAN	BICKNELL	1.65	A	0	1	Charles
MD	225	HAWTHORNE	RIVERSIDE	MARSHALLS	5.79	B	0	1	Charles
MD	225	HAWTHORNE	MARSHALLS	QUAILWOOD	2.31	A	0	1	Charles
MD	225	HAWTHORNE	QUAILWOOD	CRAIN HWY	0.87	A	0	1	Charles
MD	227	MARSHALL	MIDDLETOW	CRAIN HWY	1.79	E	0	0	Charles
MD	227	MARSHALL	BENSVILLE	MIDDLETOW	2.02	E	0	0	Charles
MD	227	MARSHALL	RIVERSIDE	MARSHALLS	3.22	E	0	0	Charles
MD	227	MARSHALL	INDIAN HE	RIVERSIDE	1.25	D	0	1	Charles
MD	227	MARSHALL	County Line	FENWICK R	2.19	C	0	1	Charles
MD	227	MARSHALL	FENWICK R	INDIAN HE	2.39	C	0	1	Charles
MD	228	BERRY RD	BENSVILLE	MIDDLETOW	2.00	E	1	0	Charles
MD	228	BERRY RD	BENSVILLE	WESTERN P	2.73	C	1	1	Charles
MD	231	BURNT STO	LEONARDTO	BRANDYWIN	2.15	D	0	1	Charles
MD	231	BURNT STO	BRANDYWIN	County Line	4.94	D	0	1	Charles
MD	234	BUDDS CRE	CRAIN HWY	TRINITY C	5.44	A	0	1	Charles
MD	234	BUDDS CRE	TRINITY C	County Line	0.85	A	0	1	Charles
MD	257	ROCK POIN	CRAIN HWY	COBB ISLA	9.71	C	0	1	Charles
US	301	CRAIN HWY	BERRY RD	SMALLWOOD	1.31	F	1	0	Charles
US	301	CRAIN HWY	SMALLWOOD	Point A	0.47	F	1	0	Charles
US	301	CRAIN HWY	LEONARDTO	BERRY RD	2.94	F	1	0	Charles
US	301	CRAIN HWY	Point A	BILLINGSL	0.81	E	1	0	Charles
US	301	CRAIN HWY	BILLINGSL	Demarr Ro	0.64	E	1	0	Charles
US	301	CRAIN HWY	ROCK POIN	County Line	3.73	D	0	1	Charles
US	301	CRAIN HWY	BUDDS CRE	ROCK POIN	2.03	D	0	1	Charles
US	301	CRAIN HWY	BEL ALTON	BUDDS CRE	4.11	D	0	1	Charles
US	301	CRAIN HWY	PORT TOBA	BEL ALTON	4.94	D	0	1	Charles
MD	381	BRANDYWIN	BURNT STO	County Line	1.38	A	0	1	Charles

MD	382	MD 382F	POPLAR HI	LEONARDTO	0.10	F	0	1	Charles
MD	425	IRONSIDES	BAPTIST C	PORT TOBA	1.86	E	0	1	Charles
MD	425	IRONSIDES	PORT TOBA	BAPTIST C	2.97	E	0	1	Charles
MD	425	IRONSIDES	RIVERSIDE	BICKNELL	3.13	D	0	1	Charles
MD	425	IRONSIDES	BICKNELL	PORT TOBA	3.76	D	0	1	Charles
MD	488	LA PLATA	PORT TOBA	LEONARDTO	5.99	C	0	1	Charles
MD	4	ST ANDREW	INDIAN BR	THREE NOT	2.64	D	0	1	Saint Mary's
MD	4	ST ANDREW	POINT LOO	INDIAN BR	3.51	D	0	1	Saint Mary's
MD	5	POINT LOO	FENWICK S	ST ANDREW	0.43	F	0	0	Saint Mary's
MD	5	GASLEWBRO	POINT LOO	Dead End	0.19	F	0	0	Saint Mary's
MD	5	POINT LOO	County Line	NEW MARKE	2.47	D	1	1	Saint Mary's
MD	5	POINT LOO	Scotland	County Line	1.06	D	0	1	Saint Mary's
MD	5	POINT LOO	BUDDS CRE	NEWTOWNE	0.60	C	0	1	Saint Mary's
MD	5	POINT LOO	MEDLEYS N	PINEY POI	6.09	C	0	1	Saint Mary's
MD	5	POINT LOO	THREE NOT	MD 5B	3.07	B	0	1	Saint Mary's
MD	5	POINT LOO	ST ANDREW	MEDLEYS N	0.82	B	0	1	Saint Mary's
MD	5	POINT LOO	MADDOX RD	COLTON PO	1.49	A	0	1	Saint Mary's
MD	5	POINT LOO	COLTON PO	LOVEVILLE	1.04	A	0	1	Saint Mary's
MD	5	POINT LOO	LOVEVILLE	BUDDS CRE	3.93	A	0	1	Saint Mary's
MD	5	POINT LOO	HOLLYWOOD	CEDAR LAN	0.62	A	1	1	Saint Mary's
MD	5	POINT LOO	CEDAR LAN	FENWICK S	0.13	A	1	1	Saint Mary's
MD	5	POINT LOO	PINEY POI	INDIAN BR	1.22	A	0	1	Saint Mary's
MD	5	POINT LOO	GREAT MIL	WILLOWS R	2.29	A	1	1	Saint Mary's
MD	5	POINT LOO	WILLOWS R	PARK HALL	1.53	A	0	1	Saint Mary's
MD	5	POINT LOO	PARK HALL	MD 584	2.14	A	0	1	Saint Mary's
MD	5	POINT LOO	MD 584	TRAPP RD	3.31	A	0	1	Saint Mary's
MD	5	POINT LOO	WYNNE RD	GASLEWBRO	2.08	A	0	1	Saint Mary's
MD	5	POINT LOO	GASLEWBRO	Scotland	1.86	A	0	1	Saint Mary's
MD	5	CEDAR LAN	POINT LOO	Dead End	0.09	A	0	1	Saint Mary's
MD	6	NEW MARKE	County Line	POINT LOO	1.24	A	0	1	Saint Mary's
MD	234	BUDDS CRE	COLTON PO	BAYSIDE R	0.81	B	0	1	Saint Mary's
MD	234	BUDDS CRE	BAYSIDE R	MD 5C	2.58	B	0	1	Saint Mary's
MD	234	BUDDS CRE	County Li	THOMPSONS	0.86	A	0	1	Saint Mary's
MD	234	BUDDS CRE	THOMPSONS	MADDOX RD	4.08	A	0	1	Saint Mary's
MD	234	BUDDS CRE	MADDOX RD	COLTON PO	4.25	A	0	1	Saint Mary's
MD	235	THREE NOT	CLARKS LA	ST ANDREW	2.07	D	1	1	Saint Mary's
MD	235	THREE NOT	POINT LOO	NEW MARKE	1.31	C	0	1	Saint Mary's
MD	235	THREE NOT	NEW MARKE	LOVEVILLE	2.62	C	0	1	Saint Mary's
MD	235	THREE NOT	LOVEVILLE	NORTH SAN	0.86	C	0	1	Saint Mary's
MD	235	THREE NOT	NORTH SAN	JONES WHA	3.31	C	0	1	Saint Mary's
MD	235	THREE NOT	JONES WHA	HOLLYWOOD	1.70	C	0	1	Saint Mary's
MD	235	THREE NOT	GREAT MIL	FOREST PA	2.02	B	1	1	Saint Mary's
MD	235	THREE NOT	HOLLYWOOD	CLARKS LA	2.06	A	1	1	Saint Mary's
MD	235	THREE NOT	FOREST PA	AIRPORT V	2.23	A	0	1	Saint Mary's
MD	235	THREE NOT	PARK HALL	MATTAPANY	1.57	A	0	1	Saint Mary's
MD	235	THREE NOT	MATTAPANY	TRAPP RD	3.44	A	0	1	Saint Mary's
MD	235	THREE NOT	TRAPP RD	POINT LOO	2.58	A	0	1	Saint Mary's
MD	236	THOMPSONS	BUDDS CRE	OLD MD 23	6.09	D	0	1	Saint Mary's

MD	238	MADDOX RD	COLTON PO	BUDDS CRE	7.24	D	0	1	Saint Mary's
MD	242	COLTON PO	MADDOX RD	BUSHWOOD	0.94	E	0	1	Saint Mary's
MD	242	COLTON PO	BUDDS CRE	OAKLEY RD	1.97	C	0	1	Saint Mary's
MD	242	COLTON PO	BUSHWOOD	OAKLEY RD	1.47	B	0	1	Saint Mary's
MD	242	COLTON PO	OAKLEY RD	County Line	2.96	B	0	1	Saint Mary's
MD	242	COLTON PO	POINT LOO	BUDDS CRE	3.96	A	0	1	Saint Mary's
MD	243	NEWTOWNE	POINT LOO	BULL RD	1.49	E	0	0	Saint Mary's
MD	243	NEWTOWNE	BULL RD	BAYSIDE R	1.64	E	0	0	Saint Mary's
MD	243	NEWTOWNE	BAYSIDE R	County Line	1.53	E	0	0	Saint Mary's
MD	244	MEDLEYS N	POINT LOO	BRETON BE	2.02	D	0	1	Saint Mary's
MD	244	MEDLEYS N	BRETON BE	BLAKE CRE	7.85	D	0	1	Saint Mary's
MD	244	MEDLEYS N	BLAKE CRE	PINEY POI	0.61	C	0	1	Saint Mary's
MD	245	HOLLYWOOD	County Line	THREE NOT	2.32	C	0	1	Saint Mary's
MD	245	HOLLYWOOD	THREE NOT	MC INTOSH	3.43	B	0	1	Saint Mary's
MD	245	HOLLYWOOD	Greenbrie	POINT LOO	0.65	B	1	1	Saint Mary's
MD	247	LOVEVILLE	POINT LOO	THREE NOT	2.91	B	0	1	Saint Mary's
MD	249	PINEY POI	St. George	County Line	1.55	D	0	1	Saint Mary's
MD	249	PINEY POI	MEDLEYS N	St. Georg	5.80	A	0	1	Saint Mary's
MD	470	OAKLEY RD	COLTON PO	COLTON PO	3.78	C	0	1	Saint Mary's
MD	471	INDIAN BR	POINT LOO	INDIAN BR	1.03	C	0	1	Saint Mary's
MD	472	NORTH SAN	THREE NOT	County Line	2.54	C	0	1	Saint Mary's
MD	489	PARK HALL	POINT LOO	THREE NOT	1.28	C	0	1	Saint Mary's
MD	712	FOREST PA	THREE NOT	Dead End	1.13	A	0	1	Saint Mary's
MD	863	MD 863A	POINT LOO	POINT LOO	0.18	A	1	1	Saint Mary's
MD	868	OLD MD 23	THOMPSONS	BUDDS CRE	0.08	F	0	0	Saint Mary's
MD	944	MERVELL D	CLARKS LA	THREE NOT	1.83	A	1	1	Saint Mary's

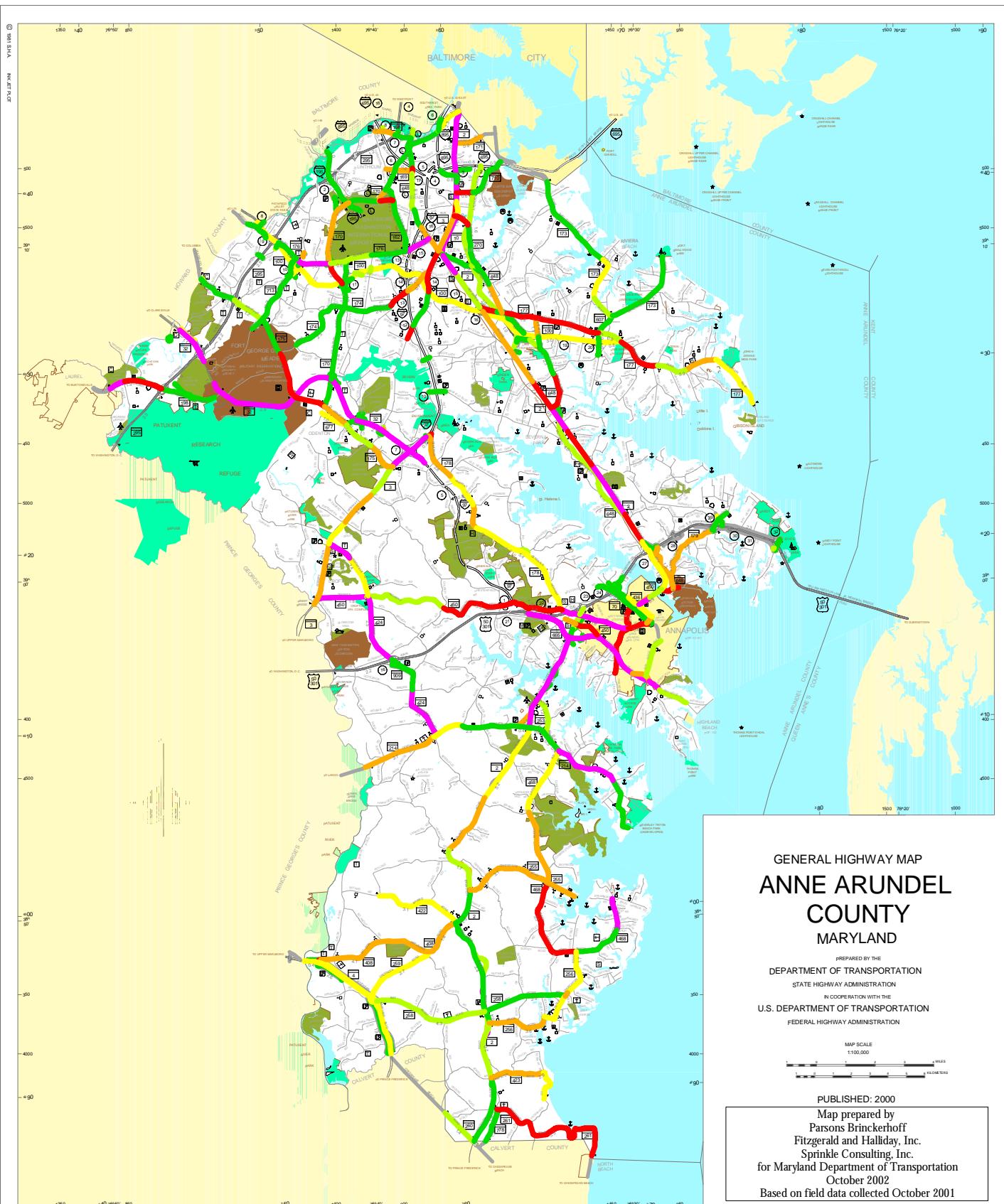
Pedestrian Facility Needs Identified by Local Jurisdictions

DISTRICT 5

In District 5, 20.9% of the roadways that lie within Priority Funding Areas (PFA's) have sidewalks.⁶ Local jurisdictions have identified a number of additional locations where accessible sidewalks and/or crossing improvements are needed, as shown in the list below. MDOT will consider additions and deletions from this list as needs and priorities are identified at both the state and local levels.

- Anne Arundel County – Jennifer Road from West Street (MD 450) to Medical Blvd. (Baltimore Metropolitan Council)
- Anne Arundel County – Forest Drive from Riva Road to Chinquapin Round Road (Baltimore Metropolitan Council)
- Anne Arundel County Pedestrian Improvement Zones:
 - Woodland Beach/Edgewater - Solomons Island Road between Central Ave. and Mayo Rd.
 - Arnold/Severna Park Area - College Parkway and Governor Ritchie Highway (Rt. 2) connections to the Baltimore & Annapolis Trail.
 - Severna Park Area - Intersection of McKinsey Rd. and Governor Ritchie Highway (Rt. 2)
 - Gambrills - Crain Highway between Davidsonville Rd. and Defense Highway
 - Odenton - Annapolis Rd. connections to MARC and proposed Town Center
 - Riviera Beach - The intersection of Fort Smallwood Rd. and Bar Harbor Rd.
 - Glen Burnie - The intersection of Dorsey Rd. and Baltimore & Annapolis Blvd.
 - Near Baltimore City- Intersection of Hammonds Ferry Rd. and Nursery Rd.
 - Near BWI Airport - Intersection of Dorsey Rd. and Aviation Blvd.
 - Laurel/Fort Meade - Intersections of Laurel/Fort Meade Rd. (Rt 198) and Corridor Rd./Russet Green East Rd.
 - Parole/Annapolis Area - West St. between Solomons Island Rd. and Riva Rd.
 - Parole Area - Areas to include various intersections and corridors along General's Hwy./Defense Hwy./West St./Bestage Rd.
- St. Mary's County – MD 246 crosswalks
- St. Mary's County – MD 237 sidewalks
- St. Mary's County – MD 5 sidewalks

⁶ Denotes percent of directional mileage with sidewalk coverage.



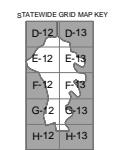
LEGEND

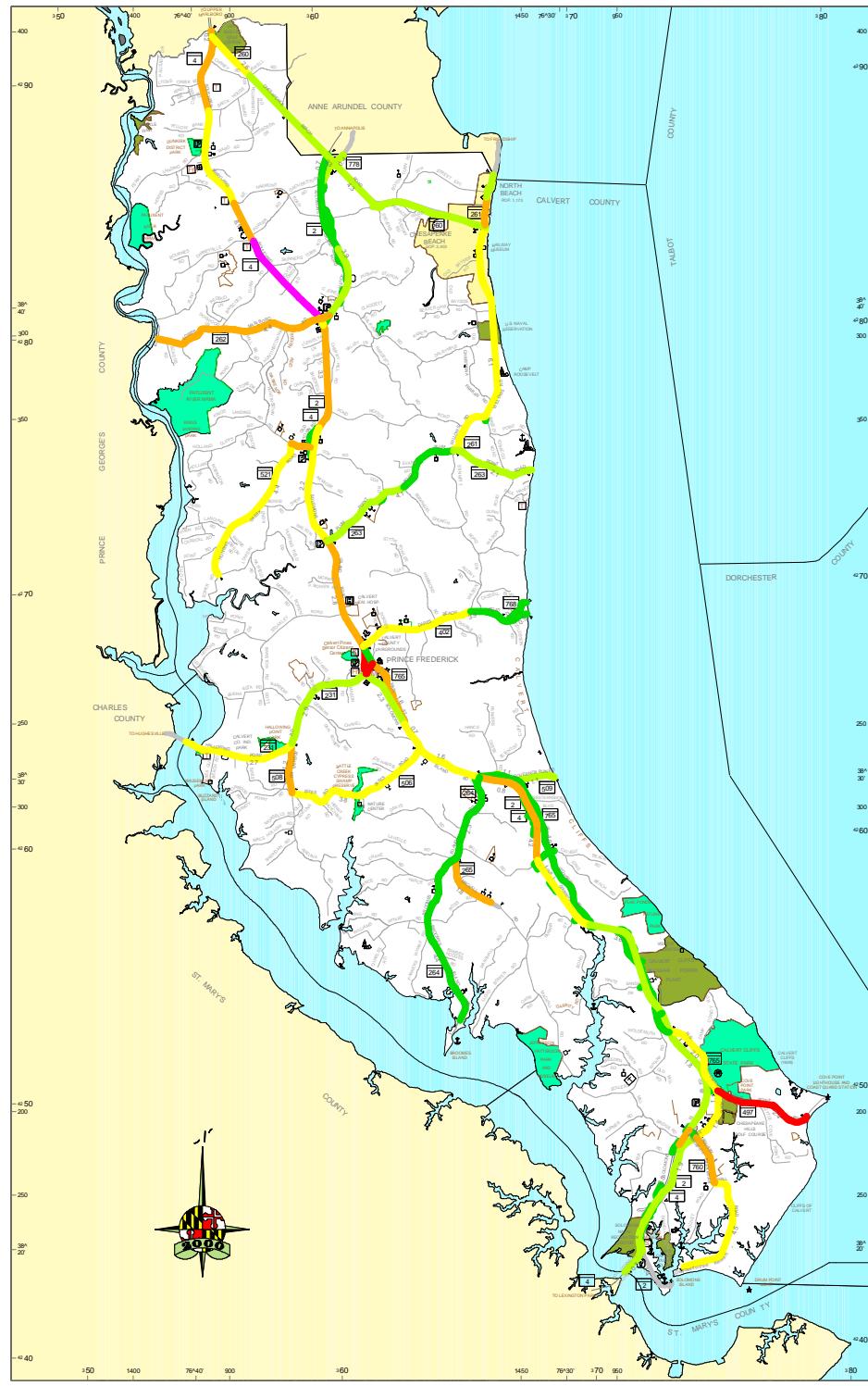
HIGHWAY CLASSIFICATION	
Interstate System	Interstate Highway
State Primary System	State Highway
State Secondary System	Interchange Exit
Local Roads and Streets	
HIGHWAY DESIGNATION	
Interstate Highway	Interstate Highway
U.S. Highway	U.S. Highway
State Highway	State Highway
Mileage between Anwes	Mileage between Anwes
Standard Tracks with Station/Stop	Standard Tracks with Station/Stop
Rapid Transit/Inter-Urban	Rapid Transit/Inter-Urban
Overpass/Underpass	Overpass/Underpass
RAILROADS	
AREA DESIGNATION	
Incorporated City	Incorporated City
Reserve Area	Reserve Area
State Capital	State Capital
County Seat	County Seat

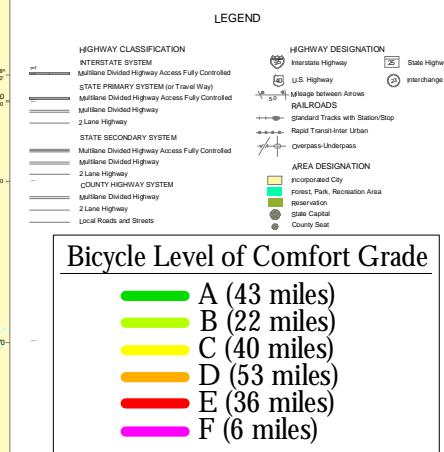
Bicycle Level of Comfort Grade

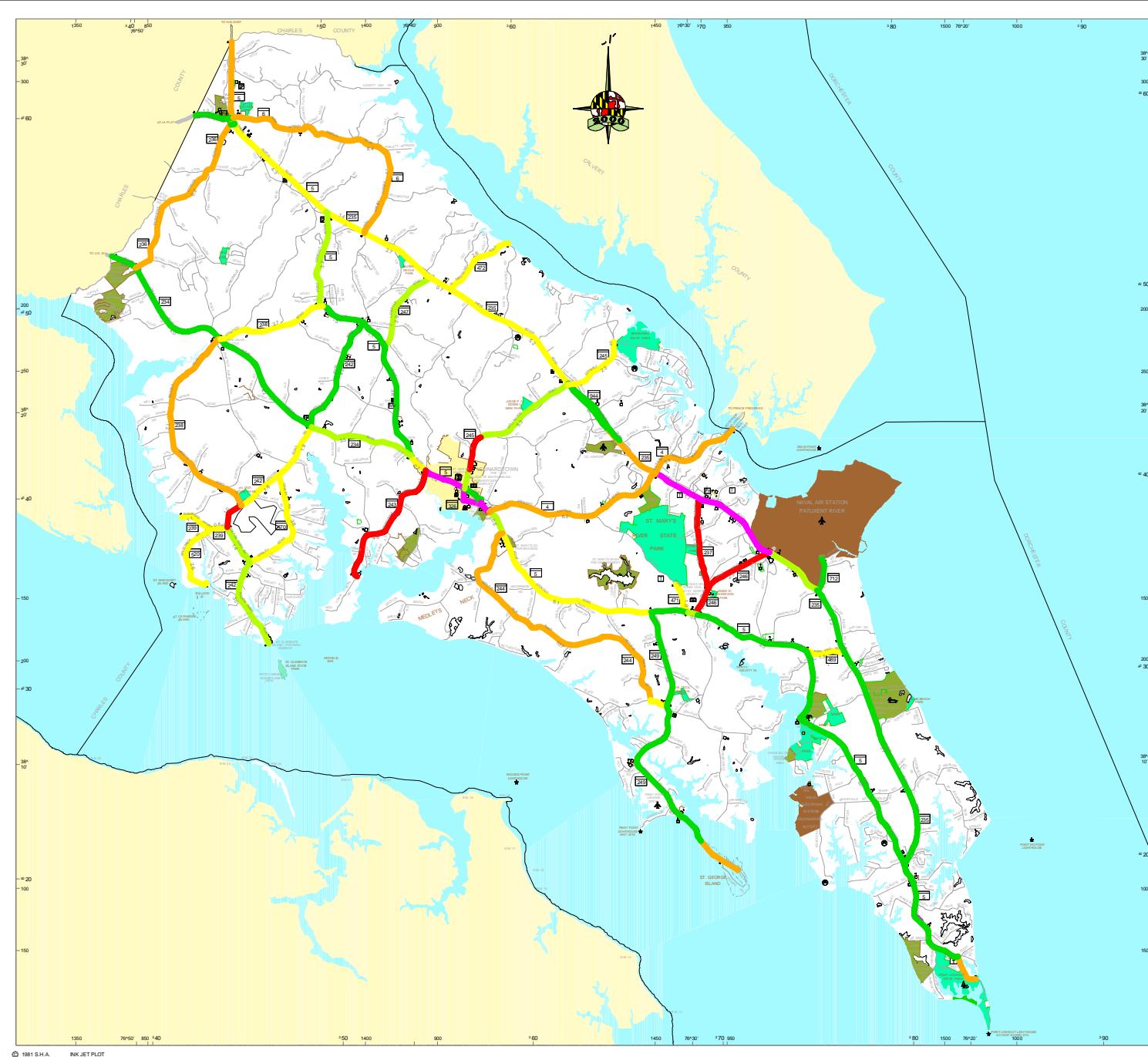
- A (94 miles)
- B (42 miles)
- C (57 miles)
- D (52 miles)
- E (39 miles)
- F (46 miles)

Note: Grades for state-numbered routes in Annapolis are shown on the map but are not maintained by MDOT









DISTRICT 6: **NEEDED LOCATIONS FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS**

The locations listed on the following pages are state-owned roadways in this District that are in need of bicycle and pedestrian improvements.* These locations have been identified through input from local jurisdictions, as well as an analysis of existing bicycling and walking conditions (see Section 2 of this report for a description of the process used to establish Tier 1 and Tier 2 needs).

MDOT will continue to work with local officials to update and prioritize areas of greatest need. Projects will be selected from these lists during programming for implementation based on assessments of engineering feasibility, environmental impacts, costs, and local support. The availability of funds to address bicycle and pedestrian needs will depend upon the total funds contained in the State's capital program.

Needed improvements will vary depending on the specific conditions in each corridor, and therefore will be determined during project development. Based on funding available, types of improvements may include features as designated bike lanes, wide curb lanes, paved or widened shoulders, parallel shared-use paths, sidewalk/streetscape improvements, accessibility improvements, and/or crossing improvements at intersections.

*This listing does not include bridge structures

Bicycle Facility Needs

Tier 1 Locations - Summary

9.86 Miles

Miles	County
5.11	Allegany County
0.63	Garrett County
4.12	Washington County

Tier 2 Locations - Summary

271.51 Miles

Miles	County
73.18	Allegany County
60.23	Garrett County
138.10	Washington County

Maryland State Highway Bicycle Improvement Needs									
Tier 1 Locations: DISTRICT 6									
Type	RT #	Road Name	From	To	Length (Miles)	BLOC	Priority Funding Area	Local Plan	County
US	40	NATIONAL	VALE SUMM	WINCHESTE	2.41	F	1	1	Allegany
US	40	NATIONAL	WINCHESTE	VOCKE RD	0.84	F	1	1	Allegany
US	40	NATIONAL	N MECHANI	NATIONAL	1.86	E	1	1	Allegany
MD	948	DIESEL SC	GARRETT H	Dead End	0.63	F	1	1	Garrett
US	40	NATIONAL	I 81	Eastern Blvd.	3.12	F	1	1	Washington
US	40	ALT 40	MD 68	MD 34	1.00	E	1	1	Washington

Maryland State Highway Bicycle Improvement Needs									
Tier 2 Locations: DISTRICT 6									
Type	RT #	Road Name	From	To	Length (Miles)	BLOC	Priority Funding Area	Local Plan	County
MD	35	ELLERSLIE	GEORGES C	Dead End	2.34	E	0	0	Allegany
MD	36	MD 36B	GEORGES C	Dead End	0.03	F	0	0	Allegany
US	40	NATIONAL	GEORGES C	GEORGES C	0.45	C	1	1	Allegany
US	40	US 40AF	CHRISTIE	MD 144A	0.03	B	1	1	Allegany
US	40	NATIONAL	Long Drive	N MECHANI	2.78	A	1	1	Allegany
US	40	NATIONAL	GEORGES C	MD 36	0.62	A	1	1	Allegany
US	40	NATIONAL	MD 36	VALE SUMM	1.64	A	1	1	Allegany
US	40	NATIONAL	NATIONAL	GEORGES C	1.49	A	1	1	Allegany
US	40	NATIONAL	VOCKE RD	LONG DR	1.50	A	1	1	Allegany
US	40	NATIONAL	FIFTEEN M	GREEN RID	1.81	A	0	1	Allegany
US	40	NATIONAL	GREEN RID	ORLEANS R	3.96	A	0	1	Allegany
US	40	NATIONAL	NATIONAL	State Line	2.23	A	0	1	Allegany
US	40	NATIONAL	ORLEANS R	NATIONAL	1.52	A	0	1	Allegany
MD	51	INDUSTRIA	NATIONAL	W Oldtown	0.47	F	1	0	Allegany
MD	51	UHL HWY	INDUSTRIA	PITTSBURG	2.25	E	1	0	Allegany
MD	51	INDUSTRIA	GREEN RID	State Line	5.77	E	0	0	Allegany
MD	51	INDUSTRIA	BRICE HOL	MAIN ST	5.14	E	0	0	Allegany
MD	51	INDUSTRIA	MAIN ST	GREEN RID	6.07	E	0	0	Allegany
MD	135	PRATT ST	MARYLAND	MAIN ST	1.92	E	0	0	Allegany
MD	144	CHRISTIE	MCMULLEN	ROCKY GAP	3.61	C	0	1	Allegany
MD	144	CHRISTIE	MD 144A	NATIONAL	3.83	C	0	1	Allegany
MD	144	MD 144A	TOWN CREE	CHRISTIE	2.52	C	0	1	Allegany
MD	144	CHRISTIE	NATIONAL	NATIONAL	0.54	B	0	1	Allegany
MD	144	CHRISTIE	W WILSON	TOWN CREE	2.44	B	0	1	Allegany
MD	144	CHRISTIE	ROCKY GAP	NATIONAL	2.51	B	0	1	Allegany
MD	144	MD 144A	NATIONAL	Dead End	0.07	B	0	1	Allegany
MD	144	CHRISTIE	NATIONAL	W WILSON	1.78	A	0	1	Allegany
MD	144	CHRISTIE	TOWN CREE	MD 144A	2.17	A	0	1	Allegany
US	220	MCMULLEN	MD 830A	MD 830B	5.32	E	1	0	Allegany
US	220	MCMULLEN	MD 830B	MD 956	3.14	E	1	0	Allegany
US	220	MCMULLEN	Apollo Dr	NATIONAL	1.31	E	1	0	Allegany
MD	658	VOCKE RD	NATIONAL	WINCHESTE	0.84	E	1	0	Allegany
MD	831	Caboose R	GEORGES C	Dead End	0.14	F	1	0	Allegany
MD	935	LEGISLATI	GEORGES C	Perry Hill	0.94	F	1	0	Allegany
MD	38	MD 38B	MARYLAND	KITZMILLE	0.25	F	0	0	Garrett
US	40	NATIONAL	SPRINGS R	CHESTNUT	3.37	B	0	1	Garrett
US	40	NATIONAL	CHESTNUT	LOWER NEW	1.67	B	0	1	Garrett
US	40	NATIONAL	NATIONAL	SPRINGS R	5.25	B	0	1	Garrett
US	40	NATIONAL	State Line	NATIONAL	3.72	A	0	1	Garrett
US	40	NATIONAL	FINZEL RD	NATIONAL	1.92	A	0	1	Garrett
US	40	NATIONAL	OLD FROST	FINZEL RD	1.80	A	0	1	Garrett
US	40	NATIONAL	LOWER NEW	OLD FROST	3.98	A	0	1	Garrett

MD	42	MD 42A	FRIENDSVI	MD 828A	0.03	F	0	0	Garrett
MD	42	FRIENDSVI	GARRETT H	FIRST AVE	7.21	D	0	1	Garrett
MD	135	MARYLAND	GARRETT H	GORMAN RD	1.41	A	0	1	Garrett
US	219	US 219B	MD 826C	GARRETT H	0.01	F	0	0	Garrett
US	219	GARRETT H	MD 826P	S. SOUTH	1.65	C	0	1	Garrett
US	219	GARRETT H	Sale Barn	ACCIDENT-	0.39	C	0	1	Garrett
US	219	GARRETT H	HUTTON RD	NINTH ST	0.55	C	1	1	Garrett
US	219	GARRETT H	FRIENDSVI	MD 826P	3.19	B	0	1	Garrett
US	219	GARRETT H	ACCIDENT	Sale Barn	2.43	A	0	1	Garrett
US	219	GARRETT H	ACCIDENT	STOCKYARD	2.88	A	0	1	Garrett
US	219	GARRETT H	ROCK LODG	FRIENDSVI	3.56	A	0	1	Garrett
US	219	GARRETT H	MAYHEW IN	ROCK LODG	3.74	A	0	1	Garrett
US	219	GARRETT H	E MEMORIA	KINGS RUN	3.11	A	0	1	Garrett
US	219	GARRETT H	KINGS RUN	MAYHEW IN	3.35	A	0	1	Garrett
US	219	STOCKYARD	STOCKYARD	GARRETT H	0.03	A	0	1	Garrett
US	219	RYLAND CT	RYLAND CT	GARRETT H	0.05	A	0	1	Garrett
MD	669	SPRINGS R	State Line	NATIONAL	1.67	D	0	1	Garrett
MD	733	MD 733	Dead End	NATIONAL	0.04	F	0	0	Garrett
MD	826	MD 826C	GARRETT H	Dead End	0.18	F	0	0	Garrett
MD	826	MD 826D	GARRETT H	Dead End	0.05	F	0	0	Garrett
MD	826	LUMBER CI	Dead End	GARRETT H	0.22	F	1	0	Garrett
MD	826	ACCIDENT	GARRETT H	Dead End	0.34	F	0	1	Garrett
MD	826	MD 826P	GARRETT H	GARRETT H	0.17	F	0	1	Garrett
MD	826	RABBIT HO	GARRETT H	Dead End	0.50	B	0	1	Garrett
MD	826	MD 826N	Old Highw		0.32	A	0	1	Garrett
MD	826	STOCKYARD	STOCKYARD	GARRETT H	0.52	A	0	1	Garrett
MD	948	MD 948K	Old Highw		0.41	F	0	0	Garrett
MD	948	MD 948L	Old Highw		0.26	F	0	0	Garrett
US	11	POTOMAC S	MAUGANS A	NORTH AVE	1.14	E	1	0	Washington
MD	34	SHEPHERDS	E BALTIMO	KING RD	0.52	E	1	0	Washington
MD	34	SHEPHERDS	HARPERS F	KEEDYSVIL	1.66	D	0	1	Washington
MD	34	SHEPHERDS	CHURCH ST	HARPERS F	1.27	A	0	1	Washington
US	40	E BALTIMO	SHEPHERDS	OLD NATIO	2.43	F	0	1	Washington
US	40	NATIONAL	SPIELMAN	MARYLAND	2.65	D	1	1	Washington
US	40	NATIONAL	ROCKDALE	SPIELMAN	2.72	D	0	1	Washington
US	40	NATIONAL	ST PAUL R	ROCKDALE	1.91	D	0	1	Washington
US	40	NATIONAL	INDIAN SP	BROADFORD	3.92	D	0	1	Washington
US	40	NATIONAL	EISENHOWE	INDIAN SP	3.13	D	0	1	Washington
US	40	E BALTIMO	BALTIMORE	KENLY AVE	1.59	D	1	1	Washington
US	40	NATIONAL	HALLOWBAK	ST PAUL R	0.95	C	0	1	Washington
US	40	E BALTIMO	MD 471	S MILL ST	4.15	C	0	1	Washington
US	40	E BALTIMO	KENLY AVE	EISENHOWE	1.64	C	1	1	Washington
US	40	E BALTIMO	EISENHOWE	MD 471	1.79	C	0	1	Washington
US	40	NATIONAL	NATIONAL	MAPLE AVE	2.30	B	0	1	Washington
US	40	NATIONAL	EASTERN B	NATIONAL	2.78	B	1	1	Washington
US	40	NATIONAL	BROADFORD	HALLOWBAK	1.79	A	0	1	Washington
US	40	NATIONAL	MD 66	EISENHOWE	3.51	A	0	1	Washington
MD	56	BIG POOL	LAPPADS R	EISENHOWE	8.06	C	0	1	Washington

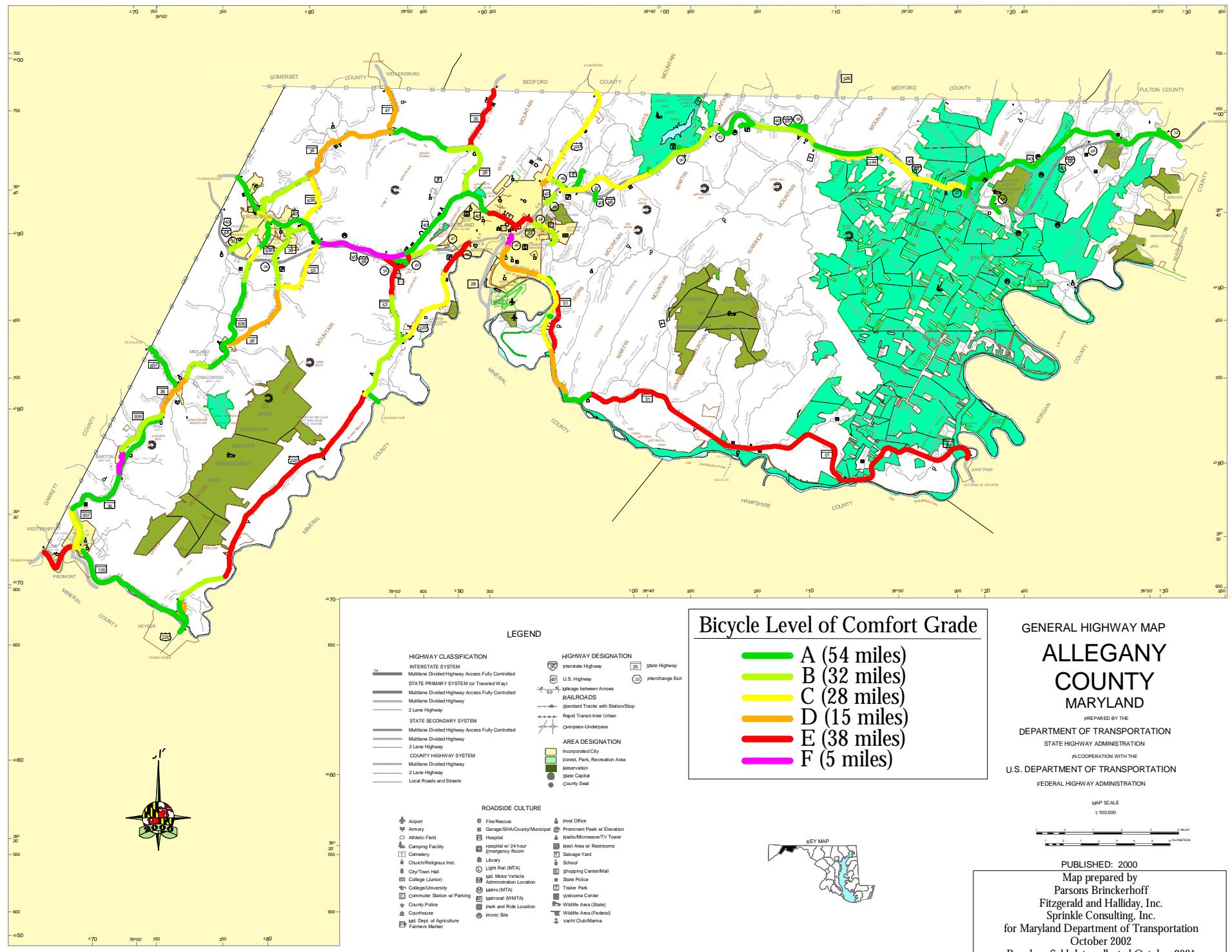
MD	58	CEARFOSS	GARDEN VI	SALEM AVE	2.54	C	0	1	Washington
MD	58	CEARFOSS	SPIELMAN	GARDEN VI	0.95	B	0	1	Washington
MD	60	POTOMAC A	TWIN SPRI	LONGMEADO	2.97	C	0	1	Washington
MD	60	MD 60A	RINGGOLD	POTOMAC A	0.07	B	0	1	Washington
MD	60	POTOMAC A	LONGMEADO	NORTHERN	1.84	A	1	1	Washington
MD	60	POTOMAC A	State Line	TWIN SPRI	2.46	A	0	1	Washington
MD	62	TWIN SPRI	POTOMAC A	TRACK SID	3.88	F	0	1	Washington
MD	63	SPIELMAN	EISENHOWE	POTOMAC S	2.14	F	0	0	Washington
MD	63	SPIELMAN	BROADFORD	NATIONAL	2.13	E	0	0	Washington
MD	65	N CHURCH	S MILL ST	BAKERSVIL	3.06	D	0	1	Washington
MD	65	N CHURCH	BAKERSVIL	SHEPHERDS	3.64	B	0	1	Washington
MD	65	N CHURCH	EISENHOWE	LAPPANDS	3.88	B	0	1	Washington
MD	65	N CHURCH	WILSON BL	EISENHOWE	1.16	A	1	1	Washington
MD	66	Mapleville Rd.	CLEVELAND	TRACK SID	2.54	E	1	0	Washington
MD	66	Mapleville Rd.	NATIONAL	E BALTIMO	4.18	E	0	0	Washington
MD	66	Mapleville Rd.	TRACK SID	MT AETNA	3.51	E	0	1	Washington
MD	66	Mapleville Rd.	MT AETNA	NATIONAL	2.57	A	0	1	Washington
MD	67	ROHRERSVI	MAIN ST	GAPLAND R	3.12	A	0	1	Washington
MD	67	ROHRERSVI	E BALTIMO	MAIN ST	4.02	A	0	1	Washington
MD	68	LAPPANDS	CEDAR RID	POTOMAC S	3.35	F	0	0	Washington
MD	68	LAPPANDS	DOWNSVILL	N CHURCH	2.87	E	0	0	Washington
MD	68	LAPPANDS	POTOMAC S	DOWNSVILL	3.16	E	0	1	Washington
MD	144	WESTERN P	WEST OAK	WARFORDSB	3.63	D	0	1	Washington
MD	144	WESTERN P	POTOMAC L	EISENHOWE	1.44	C	1	1	Washington
MD	144	WASHINGTON	NATIONAL	WATER ST	1.46	B	1	1	Washington
MD	144	WESTERN P	WARFORDSB	POROMAC L	0.83	A	1	1	Washington
MD	418	RINGGOLD	State Line		1.87	A	0	1	Washington
MD	418	RINGGOLD	CLEVELAND	POTOMAC A	2.73	A	0	1	Washington
MD	494	FAIRVIEW	State Line	CLAIBORNE	3.27	F	0	1	Washington
MD	494	FAIRVIEW	CLAIBORNE	SPIELMAN	3.53	D	0	1	Washington
US	522	WARFORDSB	Crosses I		1.14	F	1	0	Washington
MD	632	DOWNSVILL	STERLING	SPIELMAN	4.11	A	0	1	Washington
MD	632	DOWNSVILL	W. OAK RI	STERLING	1.76	A	0	1	Washington
MD	805	MD 805B	Old Highw		0.16	F	0	0	Washington
MD	847	FRITZ LA	Old Highw		0.11	E	0	0	Washington
MD	858	WOODSTOCK	Old Highw		1.07	F	0	0	Washington
MD	858	MAIN ST	ROHRERSVI	ROHRERSVI	1.04	B	0	1	Washington

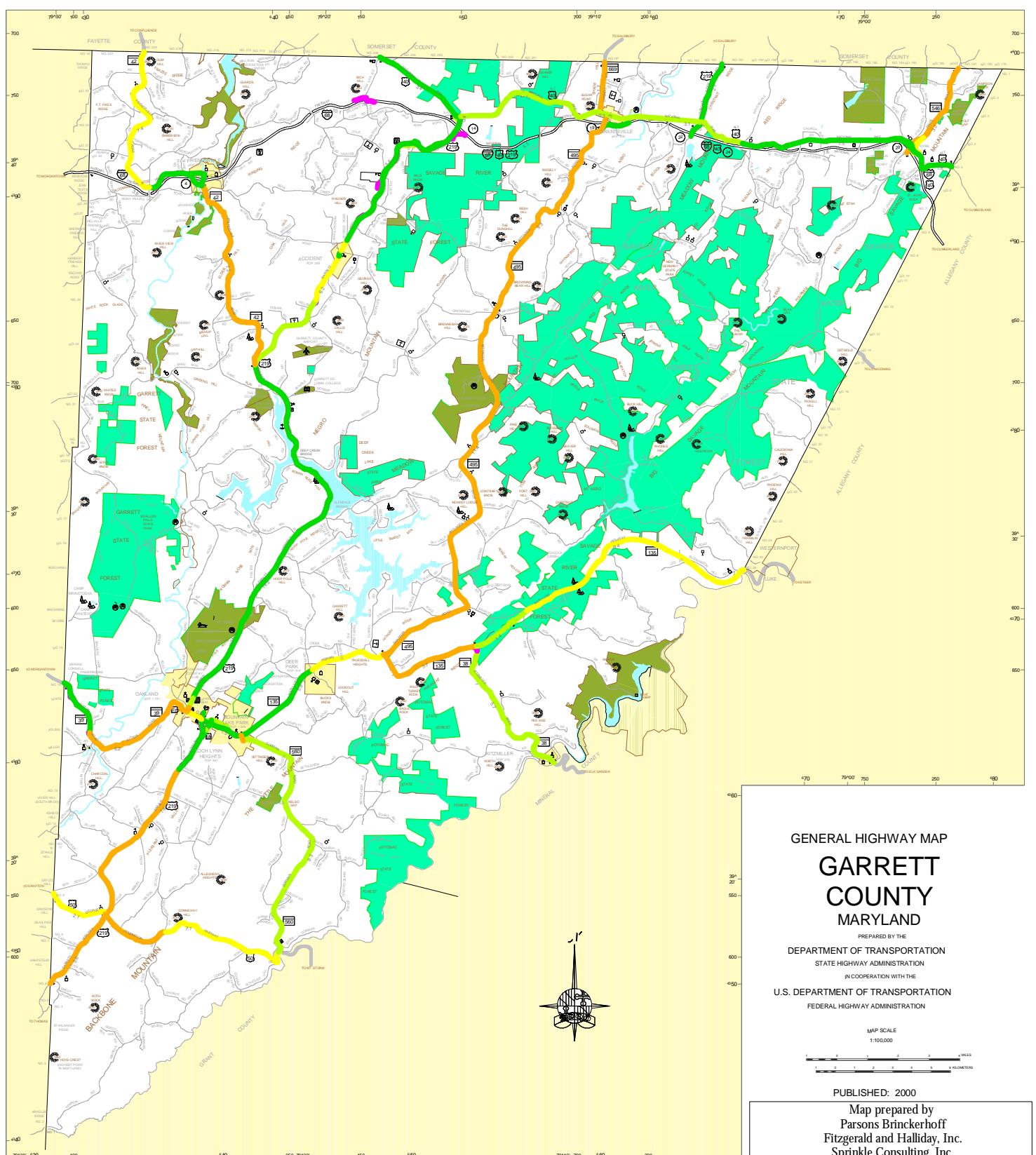
Pedestrian Facility Needs Identified by Local Jurisdictions

DISTRICT 6

In District 6, 16.2% of the roadways that lie within Priority Funding Areas (PFA's) have sidewalks.⁷ No pedestrian facility improvements have been identified in District 6 at this time, however MDOT will consider pedestrian improvement proposals in the future as needs and priorities are identified at both the state and local levels.

⁷ Denotes percent of directional mileage with sidewalk coverage.





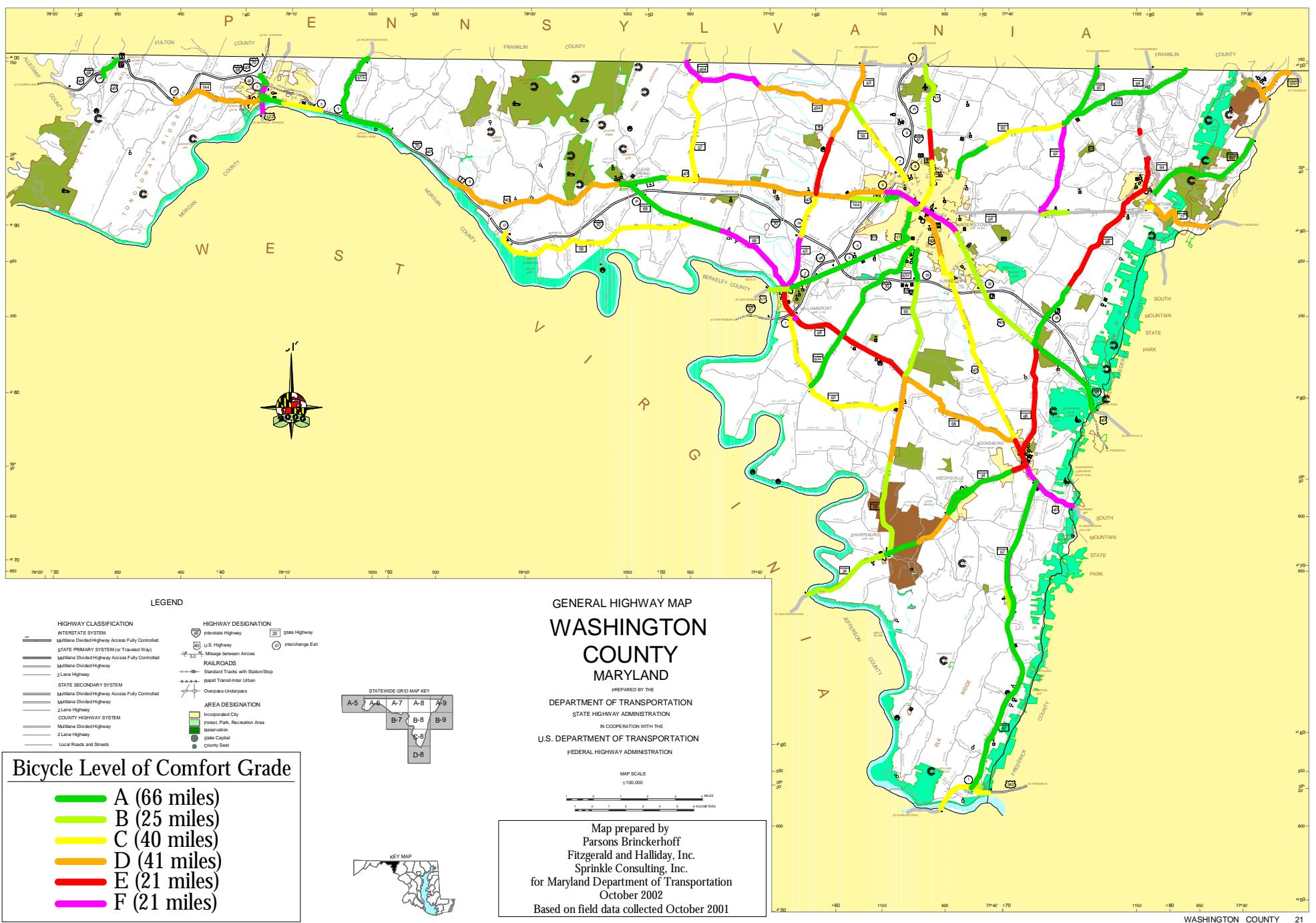
Bicycle Level of Comfort Grade

- A (50 miles)
- B (32 miles)
- C (27 miles)
- D (55 miles)
- E (0 miles)
- F (3 miles)

PUBLISHED: 2000
Map prepared by
Parsons Brinckerhoff
Fitzgerald and Halliday, Inc.
Sprinkle Consulting, Inc.
for Maryland Department of Transportation
October 2002
Based on field data collected October 2001

STATEWIDE GRID MAP KEY		
A-1	A-2	A-3
B-1	B-2	B-3
C-1	C-2	
D-1		

A small map of the Lower Mainland of British Columbia, Canada, with a blue shaded area indicating the study area. The map includes the city of Vancouver and the surrounding coastal and inland areas.



DISTRICT 7: **NEEDED LOCATIONS FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS**

The locations listed on the following pages are state-owned roadways in this District that are in need of bicycle and pedestrian improvements.* These locations have been identified through input from local jurisdictions, as well as an analysis of existing bicycling and walking conditions (see Section 2 of this report for a description of the process used to establish Tier 1 and Tier 2 needs).

MDOT will continue to work with local officials to update and prioritize areas of greatest need. Projects will be selected from these lists during programming for implementation based on assessments of engineering feasibility, environmental impacts, costs, and local support. The availability of funds to address bicycle and pedestrian needs will depend upon the total funds contained in the State's capital program.

Needed improvements will vary depending on the specific conditions in each corridor, and therefore will be determined during project development. Based on funding available, types of improvements may include features as designated bike lanes, wide curb lanes, paved or widened shoulders, parallel shared-use paths, sidewalk/streetscape improvements, accessibility improvements, and/or crossing improvements at intersections.

*This listing does not include bridge structures

Bicycle Facility Needs

Tier 1 Locations - Summary

63.92 Miles

Miles	County
7.28	Carroll County
17.58	Fredrick County
39.06	Howard County

Tier 2 Locations - Summary

331.87 Miles

Miles	County
122.58	Carroll County
124.83	Fredrick County
84.46	Howard County

Maryland State Highway Bicycle Improvement Needs									
Tier 1 Locations: DISTRICT 7									
Type	RT #	Road Name	From	To	Length (Miles)	BLOC	Priority Funding Area	Local Plan	County
MD	26	LIBERTY R	JOHNSVILL	RIDGE RD	1.62	F	1	1	Carroll
MD	32	SYKESVILL	GREEN ST	OLD WASHI	2.60	F	1	1	Carroll
MD	140	BALTIMORE	SYKESVILL	GORSUCH R	3.06	F	1	1	Carroll
US	15	CATOCTIN	BALTO NAT	CRESTWOOD	1.39	F	1	1	Frederick
US	15	CATOCTIN	TRADING L	ROSEMONT	3.01	F	1	1	Frederick
MD	26	LIBERTY R	WOODSBORO	CATOCTIN	2.29	F	1	1	Frederick
US	40	BALTO NAT	OLD NATIO	EISENHOWE	2.83	F	1	1	Frederick
US	40	OLD NATIO	OLD HAGER	RIDGE RD	3.82	E	1	1	Frederick
MD	85	BUCKEYSTO	EISENHOWE	CRESTWOOD	1.61	F	1	1	Frederick
MD	355	URBANA PI	MD 855A	GENSTAR D	1.62	F	1	1	Frederick
MD	464	SOUDER RD	PETERSVIL	9TH AVE	1.01	F	1	1	Frederick
US	1	WASHINGTON	WHISKEY B	PATUXENT	1.91	F	1	1	Howard
US	1	WASHINGTON	PATUXENT	WATERLOO	2.73	E	1	1	Howard
US	1	WASHINGTON	SOUTH HAN	HARBOR TU	2.07	E	1	1	Howard
US	1	WASHINGTON	MD 100	SOUTH HAN	1.34	E	1	1	Howard
US	1	WASHINGTON	WATERLOO	DORSEY RD	1.44	E	1	1	Howard
MD	32	MD 32	COLUMBIA	BROKEN LA	1.40	F	1	1	Howard
MD	32	MD 32	IS 95	WASHINGTON	1.54	F	1	1	Howard
MD	32	MD 32	BROKEN LA	GUILFORD	0.80	F	1	1	Howard
MD	32	MD 32	GUILFORD	IS 95	0.98	F	1	1	Howard
US	40	BALTO NAT	County Line	ROGERS AV	2.00	F	1	1	Howard
US	40	BALTO NAT	ROGERS AV	COLUMBIA	0.66	F	1	1	Howard
US	40	BALTO NAT	Plum Tree	FREDERICK	2.16	F	1	1	Howard
MD	97	ROXBURY M	IS 70	FREDERICK	0.44	F	1	1	Howard
MD	97	ROXBURY M	County Line	IS 70	1.88	E	1	1	Howard
MD	99	OLD FREDE	MARRIOTTS	BETHANY L	2.89	F	1	1	Howard
MD	99	OLD FREDE	BETHANY L	COLUMBIA	1.81	E	1	1	Howard
MD	103	DORSEY RD	MD 100	IS 95	1.34	E	1	1	Howard
MD	103	DORSEY RD	WATERLOO	MD 100	2.22	E	1	1	Howard
MD	103	DORSEY RD	COLUMBIA	WATERLOO	1.91	E	1	1	Howard
MD	108	MD 108	SERVICE R	WATERLOO	1.26	F	1	1	Howard
MD	108	CLARKSVIL	CENTENNIA	HARPERS F	1.65	F	1	1	Howard
MD	108	CLARKSVIL	CENTRE PA	RED BRANC	0.20	F	1	1	Howard
MD	108	CLARKSVIL	RED BRANC	COLUMBIA	1.39	F	1	1	Howard
MD	108	CLARKSVIL	COLUMBIA	CENTENNIA	1.71	F	1	1	Howard
MD	216	SCAGGSVIL	Leishear	COLUMBIA	1.33	E	1	1	Howard

Maryland State Highway Bicycle Improvement Needs									
Tier 2 Locations: DISTRICT 7									
Type	RT #	Road Name	From	To	Length (Miles)	BLOC	Priority Funding Area	Local Plan	County
MD	26	LIBERTY R	RIDGE RD	LIBERTY R	2.57	C	0	1	Carroll
MD	26	LIBERTY R	OLD WASHI	JOHNSVILLE	3.03	B	1	1	Carroll
MD	27	RIDGE RD	MARTIN DR	SYKESVILLE	2.66	B	0	1	Carroll
MD	30	HANOVER P	LINEBORO	CAPE HORN	2.67	B	0	1	Carroll
MD	30	HANOVER P	CAPE HORN	FAIRMOUNT	2.58	B	0	1	Carroll
MD	31	NEW WINDS	MARSTON R	POTOMAC S	1.23	D	0	1	Carroll
MD	31	NEW WINDS	LANDBERT	MARSTON R	2.05	D	0	1	Carroll
MD	32	SYKESVILLE	OLD WASHI	NICODEMUS	3.31	F	0	1	Carroll
MD	32	SYKESVILLE	GAMBER RD	PINE KNOB	3.42	F	0	0	Carroll
MD	32	SYKESVILLE	NICODEMUS	GAMBER RD	2.67	E	0	1	Carroll
MD	84	CLEAR RID	UNIONTOWN	GREEN VAL	3.12	C	0	1	Carroll
MD	84	CLEAR RID	OLD TANEY	UNIONTOWN	2.65	C	0	1	Carroll
MD	88	LOWER BEC	BLACKROCK	COUNTY LINE	0.33	E	0	0	Carroll
MD	91	GAMBER RD	BALTIMORE	SYKESVILLE	3.17	C	0	1	Carroll
MD	91	GAMBER RD	EMORY CHU	BALTIMORE	3.24	A	0	1	Carroll
MD	97	OLD WASHI	LIBERTY R	OBRECHT R	3.06	E	0	1	Carroll
MD	97	OLD WASHI	State Line	MAYBERRY	2.76	D	0	1	Carroll
MD	97	OLD WASHI	BACHMANS	BALTIMORE	2.44	D	0	1	Carroll
MD	97	OLD WASHI	OBRECHT R	ROXBURY M	2.68	D	0	1	Carroll
MD	97	OLD WASHI	MAYBERRY	OLD HANOV	1.84	C	0	1	Carroll
MD	97	OLD WASHI	OLD HANOV	BACHMANS	3.34	C	0	1	Carroll
MD	97	OLD WASHI	SYKESVILLE	OLD WASHI	3.27	B	0	1	Carroll
MD	97	OLD WASHI	OLD WASHI	LIBERTY R	3.34	B	0	1	Carroll
MD	140	BALTIMORE	RT97 Sout	Bethel Rd	2.94	F	0	1	Carroll
MD	140	BALTIMORE	PARK DR	FRANCIS S	0.36	F	1	0	Carroll
MD	140	BALTIMORE	GAMBER RD	REISTERST	1.38	E	0	0	Carroll
MD	140	BALTIMORE	GORSUCH R	RT97 SOUT	0.32	D	1	1	Carroll
MD	140	BALTIMORE	TANEYTOWN	PARK DR	3.07	D	0	1	Carroll
MD	140	BALTIMORE	BETHEL RD	GAMBER RD	3.67	D	0	1	Carroll
MD	194	MD 194C	FRANCIS S	MD 853D	0.03	F	0	1	Carroll
MD	194	MD 194D	FRANCIS S	MD 853E	0.03	F	0	0	Carroll
MD	194	FRANCIS S	KEYSVILLE	KEYSVILLE	2.83	E	0	1	Carroll
MD	194	FRANCIS S	BALTIMORE	KEYSVILLE	1.79	D	0	1	Carroll
MD	194	FRANCIS S	KUMP STAT	BALTIMORE	3.06	B	0	1	Carroll
MD	194	FRANCIS S	State Line	KUMP STAT	2.18	A	0	1	Carroll
MD	407	MARSTON R	NEW WINDS	BOWERSOX	1.72	E	0	0	Carroll
MD	407	MARSTON R	BOWERSOX	RIDGE RD	2.06	E	0	0	Carroll
MD	482	HAMPSTEAD	HANOVER P	CAPE HORN	2.88	D	0	1	Carroll
MD	482	HAMPSTEAD	CAPE HORN	RIDGE RD	2.52	A	0	1	Carroll
MD	496	BACHMANS	BIXLER CH	OLD WASHI	3.79	D	0	1	Carroll
MD	496	BACHMANS	HANOVER P	BIXLER CH	3.44	D	0	1	Carroll
MD	668	BOSWELLS	HANOVER P	Harvey Yi	0.11	F	0	0	Carroll

MD	800	MD 800D	GREEN VAL	GREEN VAL	1.57	B	0	1	Carroll
MD	808	SPRING MI	RIDGE RD	Dead End	0.21	F	0	1	Carroll
MD	832	OLD TANEY	PLEASANT	BALTIMORE	1.90	E	0	0	Carroll
MD	850	MD 850C	DEAD END	SR 24	0.73	F	0	0	Carroll
MD	850	MD 850E	LIBERTY R	Dead End	0.78	F	0	0	Carroll
MD	850	MD 850G	Old Hwy R		1.06	B	1	1	Carroll
MD	850	EMERALD L	LIBERTY R	Dead End	0.59	A	1	1	Carroll
MD	851	MD 851A	SYKESVILL	Dead End	0.07	F	1	0	Carroll
MD	852	MANCHESTE	RIDGE RD	Dead End	0.55	F	0	0	Carroll
MD	852	MARTIN DR	RIDGE RD	Dead End	0.46	F	0	0	Carroll
MD	852	STONE CHA	SYKESVILL	NEW WINDS	2.16	F	0	0	Carroll
MD	852	OLD MANCH	RIDGE RD	RIDGE RD	2.69	B	0	1	Carroll
MD	852	MD 852A	RIDGE RD	Dead End	0.09	A	0	1	Carroll
MD	852	MD 852B	Old Hwy R		0.09	A	0	1	Carroll
MD	852	MD 852F	Old Hwy R		0.16	A	0	1	Carroll
MD	853	MD 853D	Old Hwy R		0.32	F	0	1	Carroll
MD	853	MD 853C	STONE RD	Dead End	0.13	F	0	0	Carroll
MD	853	MD 853E	Old Hwy R		0.74	F	0	0	Carroll
MD	853	MD 853A	Old Hwy R		0.13	F	0	0	Carroll
MD	854	OLD WASHI	BEAR RANC	BUSHEY RD	2.77	F	0	1	Carroll
MD	854	OLD WASHI	SALEM BOT	NICODEMUS	1.12	F	0	1	Carroll
MD	854	OLD WASHI	NICODEMUS	Muller Ro	1.26	F	0	1	Carroll
MD	854	OLD WASHI	SYKESVILL	SALEM BOT	1.57	F	0	1	Carroll
MD	879	GAMBER RD	GAMBER RD	GAMBER RD	0.58	F	0	1	Carroll
MD	904	RUNNYMEDE	BEAR RUN	Dead End	0.59	F	0	1	Carroll
MD	904	BEN ROSE	BENROSE L	JIM BOWER	0.65	B	0	1	Carroll
US	15	CATOCTIN	OLD FREDE	TRADING L	3.03	E	0	0	Frederick
US	15	CATOCTIN	POWELL RD	OLD FREDE	2.45	E	0	0	Frederick
US	15	CATOCTIN	CATOCTIN	POWELL RD	2.70	E	0	0	Frederick
US	15	CATOCTIN	S SETON A	MOTTERS S	1.44	C	0	1	Frederick
US	15	S SETON A	CATOCTIN	LINCOLN A	1.17	A	0	1	Frederick
MD	17	S POTOMAC	STOTLEME	BALTO NAT	6.54	D	0	1	Frederick
MD	17	S POTOMAC	JEFFERSON	State Lin	2.79	A	1	1	Frederick
MD	26	LIBERTY R	GREEN VAL	WATER STR	4.35	D	0	1	Frederick
MD	26	LIBERTY R	UNIONVILL	GREEN VAL	2.77	A	0	1	Frederick
MD	27	RIDGE RD	PENN'S SH	RIDGE RD	0.28	E	0	0	Frederick
MD	28	TUSCARORA	NEW DESIG	DICKERSON	3.63	E	0	1	Frederick
MD	28	TUSCARORA	MD 806L	NEW DESIG	3.82	E	0	1	Frederick
US	40	OLD NATIO	RIDGE RD	BALTO NAT	2.47	F	0	1	Frederick
US	40	OLD NATIO	EASTERN C	OLD HAGER	0.80	E	0	1	Frederick
US	40	BALTO NAT	KEHNE RD	OLD NATIO	1.36	C	0	1	Frederick
US	40	OLD NATIO	E BALTIMO	EASTERN C	3.24	C	0	1	Frederick
US	40	BALTO NAT	S POTOMAC	SHOOKSTOW	4.93	B	0	1	Frederick
US	40	BALTO NAT	SHOOKSTOW	KEHNE RD	2.34	B	0	1	Frederick
US	40	BALTO NAT	GAPLAND R	S POTOMAC	3.07	B	0	1	Frederick
MD	75	GREEN VAL	EAST BALD	FINGERBOA	2.79	E	0	0	Frederick
MD	75	GREEN VAL	FINGERBOA	URBANA PI	4.88	E	0	0	Frederick
MD	77	ROCKY RID	FOXVILLE	STOTLEME	1.64	E	0	1	Frederick

MD	77	ROCKY RID	STOTTLERME	CATOCTIN	5.45	C	0	1	Frederick
MD	79	PETERSVIL	JEFFERSON	SOUDER RD	1.79	B	1	1	Frederick
MD	80	FINGERBOA	GREEN VAL	PENN'S SH	3.23	F	0	1	Frederick
MD	80	FINGERBOA	URBANA PI	IJAMSVILL	1.83	E	0	1	Frederick
MD	80	FINGERBOA	PARK MILL	URBANA PI	2.16	E	0	0	Frederick
MD	80	FINGERBOA	IJAMSVILL	GREEN VAL	2.75	D	0	1	Frederick
MD	85	BUCKEYSTO	LIME KILN	ADAMSTOWN	2.60	F	0	0	Frederick
MD	85	BUCKEYSTO	CRESTWOOD	LIME KILN	2.08	C	0	1	Frederick
MD	140	TANEYTOWN	CATOCTIN	Seton Ave	0.91	E	1	0	Frederick
MD	144	OLD NATIO	CATOCTIN	EISENHOWE	2.99	D	1	1	Frederick
MD	180	HIMES AVE	Dead End	JEFFERSON	0.10	B	1	1	Frederick
MD	180	JEFFERSON	BUTTERFLY	MT ZION R	2.87	A	1	1	Frederick
MD	194	WOODSBORO	DEVILBISS	LIBERTY R	3.42	D	1	1	Frederick
MD	351	BALLINGER	CATOCTIN	ELMER DER	2.63	F	1	0	Frederick
MD	355	URBANA PI	FINGERBOA	WISCONSIN	3.84	F	0	1	Frederick
MD	355	URBANA PI	GENSTAR D	WALSER AV	0.84	F	1	0	Frederick
MD	355	URBANA PI	CATOCTIN	7TH STREE	2.64	E	1	0	Frederick
MD	355	URBANA PI	MADISON S	ROSEMONT	0.77	E	1	0	Frederick
MD	464	SOUDER RD	9TH AVE	LANDER RD	3.71	F	0	1	Frederick
MD	464	SOUDER RD	LANDER RD	BALLINGER	3.34	D	0	1	Frederick
MD	550	WOODSBORO	CATOCTIN	ROCKY RID	0.79	F	1	0	Frederick
MD	550	WOODSBORO	EYELERS V	CATOCTIN	2.85	E	0	1	Frederick
MD	550	WOODSBORO	FORT RITC	FOXVILLE-	3.54	D	0	1	Frederick
MD	550	WOODSBORO	FOXVILLE-	EYELERS V	1.28	D	0	1	Frederick
US	1	WASHINGTO	DORSEY RD	MD 100	0.52	C	1	1	Howard
US	1	WASHINGTO	County Line	WHISKEY B	0.94	C	1	1	Howard
MD	27	RIDGE RD	WINDSOR F	County Line	1.09	E	1	0	Howard
US	29	COLUMBIA	SCAGGSVIL	JOHNS HOP	1.08	A	1	1	Howard
US	29	COLUMBIA	JOHNS HOP	PATUXENT	1.81	A	1	1	Howard
US	29	COLUMBIA	IS 70	BALTO NAT	1.36	A	1	1	Howard
US	29	COLUMBIA	FREDERICK	DORSEY RD	0.96	A	1	1	Howard
US	29	COLUMBIA	County Line	SCAGGSVIL	1.40	A	1	1	Howard
US	29	COLUMBIA	OLD FREDE	IS 70	0.42	A	1	1	Howard
US	29	COLUMBIA	PATUXENT	BROKEN LA	1.61	A	1	1	Howard
US	29	COLUMBIA	WATERLOO	PATUXENT	1.81	A	1	1	Howard
US	29	COLUMBIA	DORSEY RD	CLARKSVIL	1.44	A	1	1	Howard
US	29	COLUMBIA	CLARKSVIL	WATERLOO	1.08	A	1	1	Howard
US	29	COLUMBIA	FREDERICK	BALTO NAT	0.54	A	1	1	Howard
MD	32	MD 32	PINDELL S	COLUMBIA	1.18	E	1	0	Howard
MD	32	MD 32	TROTTER R	GUILFORD	1.39	E	1	0	Howard
MD	32	MD 32	CLARKSVIL	Trotter R	1.35	E	1	0	Howard
MD	32	MD 32	GUILFORD	PINDELL S	0.24	E	0	0	Howard
MD	32	SYKESVILL	County Line	OLD FREDE	3.21	D	1	1	Howard
MD	32	MD 32	ROSEMARY	BURNTWOOD	1.61	D	1	1	Howard
MD	32	MD 32	BURNTWOOD	TRIADELPH	0.56	D	1	1	Howard
MD	32	MD 32	TRIADELPH	TEN OAKS	2.47	D	1	1	Howard
MD	32	MD 32	TEN OAKS	CLARKSVIL	2.36	D	1	1	Howard

MD	32	SYKESVILL	OLD FREDE	IS 70	0.84	C	1	1	Howard
US	40	BALTO NAT	FREDERICK	IS 70	2.65	D	1	1	Howard
US	40	BALTO NAT	COLUMBIA	Plum Tree	0.81	C	1	1	Howard
MD	94	WOODBINE	FREDERICK	Florence	2.71	D	1	1	Howard
MD	94	WOODBINE	FLORENCE	County Line	2.75	D	1	1	Howard
MD	94	WOODBINE	IS 70	OLD FREDE	0.38	A	1	1	Howard
MD	94	WOODBINE	FREDERICK	IS 70	0.40	A	1	1	Howard
MD	97	ROXBURY M	BURNTWOOD	County Line	3.54	B	1	1	Howard
MD	97	ROXBURY M	FREDERICK	BURNTWOOD	2.88	B	1	1	Howard
MD	99	OLD FREDE	PATUXENT	MARRIOTTS	2.91	C	1	1	Howard
MD	103	DORSEY RD	IS 95	WASHINGTO	0.73	E	1	0	Howard
MD	108	CLARKSVIL	WATERLOO	CENTRE PA	0.55	E	1	0	Howard
MD	108	CLARKSVIL	SCAGGSVIL	MAIN ST	1.58	D	1	1	Howard
MD	108	CLARKSVIL	MD 32	SCAGGSVIL	2.20	D	1	1	Howard
MD	108	CLARKSVIL	WATERLOO	SERVICE R	1.61	D	1	1	Howard
MD	108	CLARKSVIL	HARPERS F	MD 32	3.04	B	1	1	Howard
MD	144	FREDERICK	PATUXENT	TRIADELPH	1.95	D	1	1	Howard
MD	144	FREDERICK	WATERSVIL	County Line	2.51	D	1	1	Howard
MD	144	FREDERICK	BALTO NAT	FOLLY QUA	1.15	D	1	1	Howard
MD	144	FREDERICK	WOODBINE	ROXBURY M	3.18	D	1	1	Howard
MD	144	FREDERICK	FOLLY QUA	TRIADELPH	1.40	D	1	1	Howard
MD	144	FREDERICK	PATUXENT	ROXBURY M	3.79	C	1	1	Howard
MD	144	FREDERICK	WOODBINE	WATERSVIL	1.25	C	1	1	Howard
MD	175	WATERLOO	WASHINGTO	County Line	1.55	A	1	1	Howard
MD	216	SCAGGSVIL	PINDELL S	CLARKSVIL	2.22	D	1	1	Howard
MD	216	SCAGGSVIL	COLUMBIA	New Schoo	1.25	C	1	1	Howard
MD	216	SCAGGSVIL	IS 95	Leishear	1.16	B	1	1	Howard
MD	216	SCAGGSVIL	County Line	IS 95	1.56	A	1	1	Howard
MD	851	MD 851H	PATUXENT	Dead End	0.25	A	1	1	Howard
MD	983	OLD SCAGG	LEISHEAR	Dead End	0.67	A	1	1	Howard
MD	985	OLD FREDE	ROGERS AV	Dead End	0.56	A	1	1	Howard

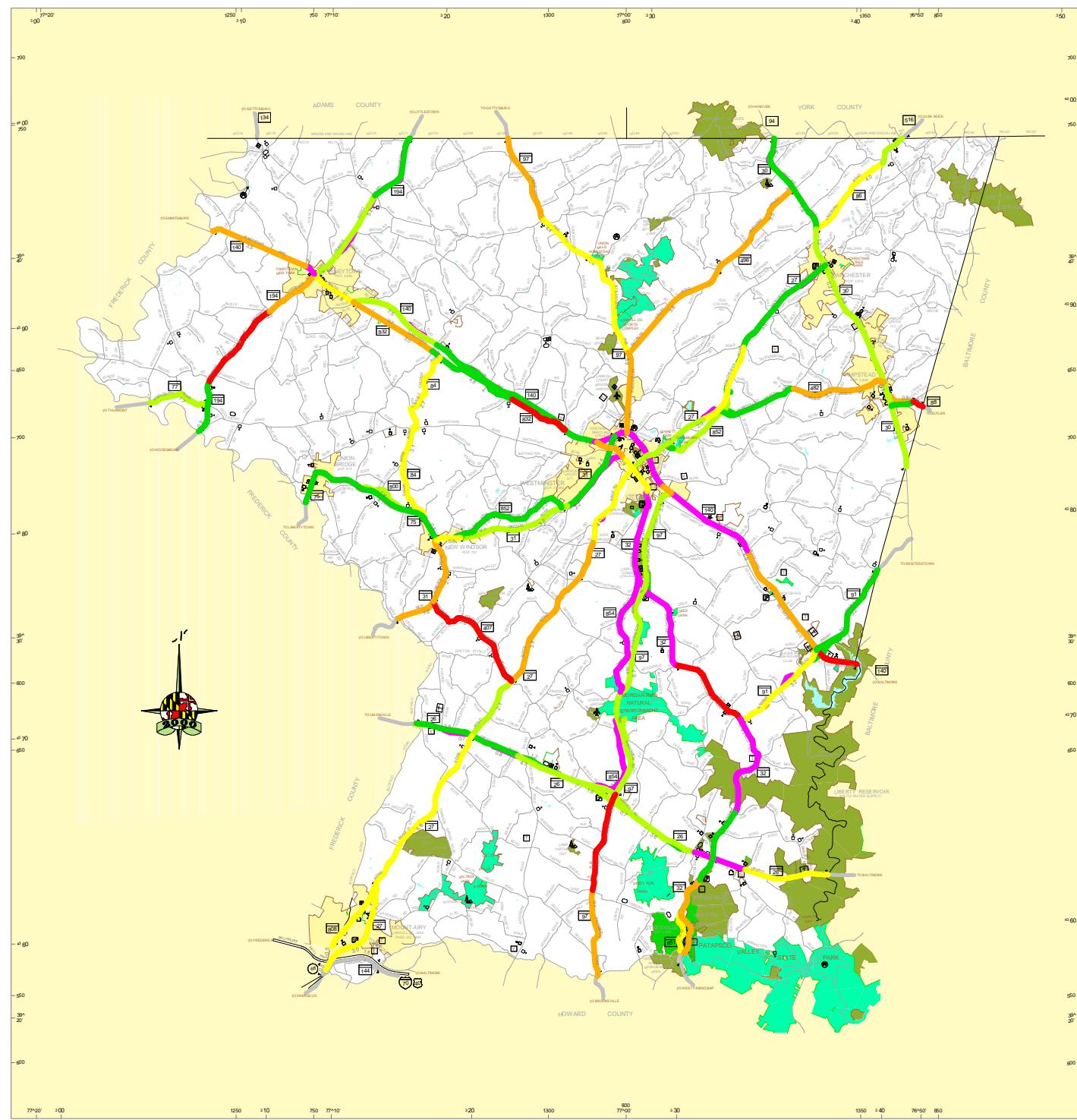
Pedestrian Facility Needs Identified by Local Jurisdictions

DISTRICT 7

In District 7, 11.3% of the roadways that lie within Priority Funding Areas (PFA's) have sidewalks.⁸ Local jurisdictions have identified a number of additional locations where accessible sidewalks and/or crossing improvements are needed, as shown in the list below. MDOT will consider additions and deletions from this list as needs and priorities are identified at both the state and local levels.

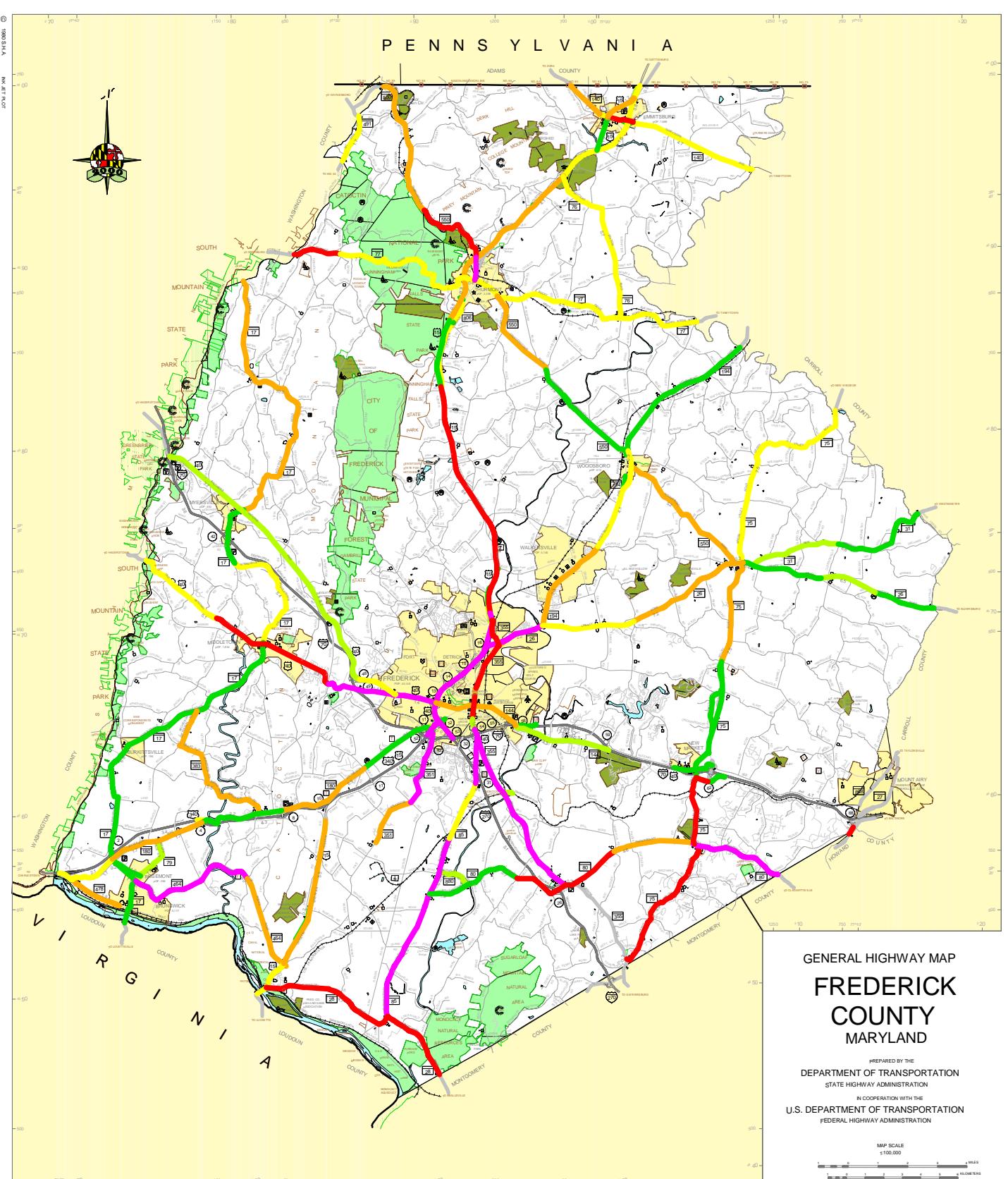
- Carroll County – Center Street: Downtown Westminster to Westminster Town Center (Baltimore Metropolitan Council)
- Frederick County – MD 85 heading into the City of Fredrick
- Frederick County – MD 2 Brunswick/Rosemont area improvements
- Frederick County – MD 40 Golden Mile
- Frederick County – MD 52 Jefferson Pike into the City of Frederick
- Frederick County –MD 49 National Pike through Middletown
- Frederick County – MD 26 Libertytown area
- Frederick County – MD 15 Mt. St. Mary's/Emmitsburg area
- Howard County – Main St Elkridge improve access to pedestrian tunnel
- Howard County – Schools in Elkridge, Ellicott City pedestrian overpasses
- Howard County – US 1 throughout the county
- Howard County – Intersection of Waterloo Road/MD 108 and Old Montgomery Road

⁸ Denotes percent of directional mileage with sidewalk coverage.



A-10	A-11	A-12
B-10	B-11	B-12
C-10	C-11	





LEGEND

HIGHWAY CLASSIFICATION

- Interstate System
- Multi-lane Divided Highway Access Fully Controlled
- State Primary System (or Travel Way)
- Multi-lane Divided Highway Access Fully Controlled
- 2 Lane Highway
- State Secondary System
- Multi-lane Divided Highway Access Fully Controlled
- 2 Lane Highway
- County Highway System
- Multi-lane Divided Highway
- 2 Lane Highway
- Local Roads and Streets

HIGHWAY DESIGNATION

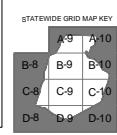
- Interstate Highway
- U.S. Highway
- State Highway
- Interchange Exit
- Highway between Arrows
- Railroads
- Standard Tracks with Station/Stop
- Rapid Transit-Inter Urban
- Overpass-Underpass

AREA DESIGNATION

- Incorporated City
- Forest, Park, Recreation Area
- State Capital
- County Seat

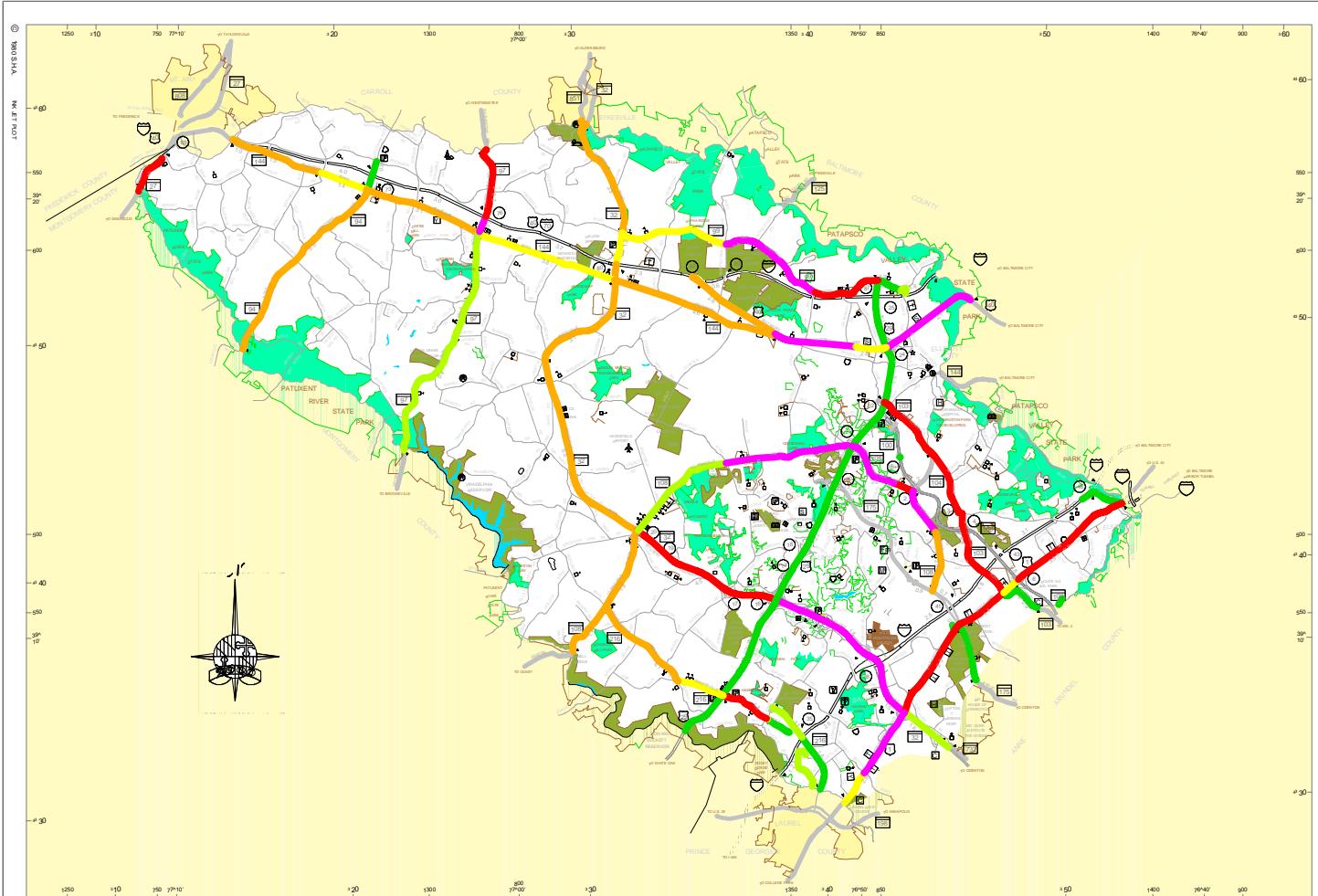
Bicycle Level of Comfort Grade

- A (60 miles)**
- B (23 miles)**
- C (63 miles)**
- D (74 miles)**
- E (41 miles)**
- F (38 miles)**



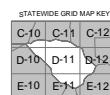
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Sprinkle Consulting, Inc.
for Maryland Department of Transportation
October 2002
Based on field data collected October 2001





LEGEND

HIGHWAY CLASSIFICATION		HIGHWAY DESIGNATION	
Interstate System	Interstate Highway	State Primary System (or Travel Way)	State Highway
Multi-lane Divided Highway Access Fully Controlled	Interchange Exit	Multi-lane Divided Highway Access Fully Controlled	5.0
Multi-lane Divided Highway	5.0	Multi-lane Divided Highway Access Fully Controlled	Mileage between Arrows
2 Lane Highway	RAILROADS	2 Lane Highway	Standard Tracks with Station/Stop
STATE SECONDARY SYSTEM	Interchange	STATE SECONDARY SYSTEM	Interstate Highway
Multi-lane Divided Highway Access Fully Controlled	Overpass-Underpass	Multi-lane Divided Highway Access Fully Controlled	Interstate Highway
Multi-lane Divided Highway	RAILROADS	2 Lane Highway	Interstate Highway
2 Lane Highway	Interchange	County Highway System	Interstate Highway
County Highway System	Interchange	Multi-lane Divided Highway	Interstate Highway
Multi-lane Divided Highway	Interchange	2 Lane Highway	Interstate Highway
2 Lane Highway	Interchange	Local Roads and Streets	Interstate Highway



GENERAL HIGHWAY MAP

HOWARD COUNTY MARYLAND

PREPARED BY THE

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION



PUBLISHED: 2000

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Bicycle Level of Comfort Grade

- A (22 miles)
- B (14 miles)
- C (12 miles)
- D (39 miles)
- E (25 miles)
- F (21 miles)